

MOTORSPORT NEWS

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EXCLUSIVE Q&A TOMMY BYRNE



The 'best racing driver you never saw' tackles the Motorsport News readers' questions, **p20**

Ferrari man stars as F1 has a lucky escape at Silverstone on Sunday

SAINZ WINS AN EPIC BATTLE OF BRITAIN



Sainz outran team-mate Leclerc for maiden win



The Alfa Romeo was inverted...



Lewis: one of the Sunday stars

By Matt James

Ferrari driver Carlos Sainz opened his Formula 1 victory account at Silverstone on Sunday in a dramatic British Grand Prix that featured a huge opening-lap accident.

Zhou Guanyu's Alfa Romeo was launched into a terrifying roll at the first corner after contact with George Russell and the race was halted for an hour while Guanyu was extracted from his car that came to rest behind the tyre wall.

When the race was restarted, Sainz battled with Ferrari team-mate Charles Leclerc for the triumph, and was able to jump the sister car after taking advantage of a late-race safety car to swap to softer tyres.

Britain's Lewis Hamilton had the crowd on its toes with a battling drive to third place in his Mercedes, only the seven-time World champion's third podium of the campaign.

Full report, page 4

REPORT

GARRY PEARSON BATTLES TO MCRAE CHALLENGE VICTORY

Champion beats the best in celebration event in Scotland, **p17**



REPORT

MCDONALD MAKES IT A HOT ROD HAT-TRICK

Tigra man powers through the pack to win, **p30**





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Caliper mount brackets, suit AP

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SPARES

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TCA's 'OEM' style

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Heavy duty steering arms, gusseted

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COMMENT

Photo: Motorsport Images, mkipics.net. Chicane Media



There was a huge sigh of relief when Zhou Guanyu was able to walk away from shunt

THE LESSONS THAT F1 CAN LEARN

In his role as the chairman of the Grand Prix Drivers' Association, George Russell's opinions are worth listening to. And when the Mercedes star says that Formula 1 had a lucky escape at Silverstone last weekend, it is hard not to agree with him.

The accident that befell Zhou Guanyu on the charge to the opening corner had everyone taking a sharp intake of breath, and the lack of television pictures pointed to the fact that something major had happened. The great news came an agonising while later when it was reported that the Chinese driver was OK: as was Williams' Alex Albon, who had been caught up in a separate accident on the opening lap.

It is clear that it is hard to legislate for all grand prix accidents. The energy and the force that can be generated in a crash is huge, and the trajectory of any out-of-control car is so difficult to predict. But what shouldn't happen is that a car can find itself in a cramped and tiny space. Sure, no-one would ever thought that a car could end up there, but the fact is that it did. If there had been another problem with the machine – God forbid it had been on fire, for example – then the situation could have been so much more grave.

So Russell's opinions are worth taking into account, but there is also a responsibility here from the drivers too. In the 1970s, drivers would refuse to take to the track if they felt it was unsafe. In this modern day of huge contracts and TV obligations, can you imagine such a scenario happening again? No, nor can we. But the drivers need to make their voices heard to those in charge to get rid of anything they are not happy with.

In MN this week, the incumbent of the Q&A hot seat is a Formula 1 driver who was never shy in making his voice heard: Tommy Byrne. The strapline on his excellent book is that he is the 'greatest racing driver you never saw'. While that might be true for some of those less versed in the sport, it certainly isn't for anyone who tracked his performances in the junior ranks. Deputy editor Graham Keilloh puts the posers to him, starting on page 20.

We have reports from the opening European Rallycross round of the year and all the lowdown from the 50th National Hot Rod World Final, which took place at Ipswich on Sunday.

Also, we launch our latest poll, backed by our friends at Motul. The results of our Toyota vote are on page 19, and we are now on the hunt for the favourite racing Lola. Make your voice heard on page 32.

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MOTORSPORT NEWS

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IN THIS ISSUE

P4



King Carlos crowned at Silverstone
Ferrari driver takes a long-overdue maiden grand prix victory



P17

Stars pay tribute to McRae
Bumper crowd flocks to Knockhill for rally showdown

P20

MN readers' Q&A:
Tommy Byrne

Flying Irishman tackles the questions at his usual pace: flat out



P30

McDonald charges to the front

World Hot Rod Final winner had plenty to do to scoop a third title, but he did it

Report: British Grand Prix	4
Report: British GP supports	6
News: Racing	8
News: Rallying	12
News: Sporting Scene	15
News: Historics	16
Report: McRae Stages	17
Reports: National Rallying	18
MN Poll results: Best Toyota	19
Q&A: Tommy Byrne	20
Reports: National racing	27
Report: Euro RX	29
Reports: Hot Rod World Final	30
MN Poll: Favourite Lolas	32
Column: Dan Rowbottom	34
What's on/readers photos	35



MN Poll: picking out a Lola heartthrob in our vote

FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P35

FORMULA 1 REPORT: BRITISH GP



Sainz won from pole: but it wasn't easy...



After 150 races, Sainz climbed the rostrum

SAINZ FINALLY MAKES HIS FERRARI BREAKTHROUGH

The Spaniard takes a landmark at Silverstone with GP win – at last. By **James Roberts**

F1 RESULTS

British Grand Prix Laps: 52 Distance: 190.236 miles
Track: Silverstone

	DRIVER	TEAM/CAR	TIME
1	Carlos Sainz	Ferrari	2h17m50.311s
2	Sergio Perez	Red Bull	+3.779s
3	Lewis Hamilton	Mercedes	+6.225s
4	Charles Leclerc	Ferrari	+8.546s
5	Fernando Alonso	Alpine-Renault	+9.571s
6	Lando Norris	McLaren-Mercedes	+11.943s
7	Max Verstappen	Red Bull	+18.777s
8	Mick Schumacher	Haas-Ferrari	+18.995s
9	Sebastian Vettel	Aston Martin-Mercedes	+22.356s
10	Kevin Magnussen	Haas-Ferrari	+24.590s

11 Lance Stroll (Aston Martin-Mercedes) +32.511s; 12 Nicholas Latifi (Williams-Mercedes) +32.511s; 13 Daniel Ricciardo (McLaren-Mercedes) +32.817s; 14 Yuki Tsunoda (AlphaTauri) +40.910s; 15 Esteban Ocon (Alpine-Renault) -37 laps/fuel pump; 16 Pierre Gasly (AlphaTauri) -26 laps/accident damage; 17 Valtteri Bottas (Alfa Romeo-Ferrari) -20 laps/gearbox; 18 George Russell (Mercedes) 0 laps/accident; 19 Zhou Guanyu (Alfa Romeo-Ferrari) 0 laps/accident; 20 Alexander Albon (Williams-Mercedes) 0 laps/accident. **Drivers' Championship:** 1 Verstappen 181pts; 2 Perez 147; 3 Leclerc 138; 4 Sainz 127; 5 Russell 111; 6 Hamilton 93. Constructors' Championship: 1 Red Bull 328pts; 2 Ferrari 265; 3 Mercedes 204; 4 McLaren-Mercedes 73; 5 Alpine-Renault 67; 6 Alfa Romeo-Ferrari 51.

Silverstone's 142,000 spectators left the circuit late on Sunday night with memories of a thrilling race and a happy, maiden victory for Ferrari's Carlos Sainz.

But to use a metaphor that Bernie Ecclestone would approve of, Formula 1 dodged a bullet last weekend. Alarming photographs and videos of Zhou Guanyu's horrific startline accident showed how lucky the Chinese driver was to emerge unharmed.

The absence of his roll hoop and the position of his Alfa Romeo *beyond* the tyre wall, wedged between the catch fencing, belied a miracle escape. Although his halo undoubtedly saved his life, it did make extraction awkward. Additionally, the fact the car hit the fence floor first and was ultimately stopped, thankfully meant the crowd in the grandstand escaped serious injury. But being peppered with flying gravel and hydraulic fluid isn't particularly pleasant.

Zhou was flipped upside down on the run to the high-speed Turn 1 by George Russell. The Mercedes man started on the hard tyre and was slow away. Pierre Gasly attempted to squeeze between Zhou and Russell, but the ensuing contact sent Russell sideways and he clipped the right-rear of the Alfa. In an instant, Zhou was upside down heading towards the Turn 1 gravel trap, where the Alfa dug in and was launched clean over the tyre wall and into the catch fencing – narrowly missing a couple of photographers.

Behind them was more chaos as Sebastian Vettel locked up and hit Alex Albon. That



Hamilton pounces on out-of-shape Leclerc and Perez to climb to second

sent the Williams into the nearside pitwall and back in front of the pack whereupon he was hit by both Esteban Ocon and Yuki Tsunoda.

Given the severity of the incident, the red flag quickly came out to stop the race. Russell, fearing for Zhou, jumped out of his Mercedes and immediately ran across the gravel trap to check on his fellow racer. That act of selflessness ultimately cost him potential points, as he was prevented from continuing because his car had received 'outside assistance.'

But apart from Albon and Zhou, the other drivers' broken machines were repaired in the hour-long delay for a restart.

Further around the lap, as the pack headed down the Wellington Straight, a number of anti-oil protesters had found their way onto the circuit. Despite credible police evidence that such an event would take place, the fact they managed to reach and sit on the Tarmac

was a shocking development. Thankfully the race had been neutralised as otherwise the consequences of cars at high-speed making contact with these individuals would have been catastrophic. Critical questions about security arrangements will need to be addressed.

In all of the excitement, Max Verstappen had taken the lead from poleman Carlos Sainz, while Lewis Hamilton had bagged third. But when the race resumed again an hour later, it was with the original grid order.

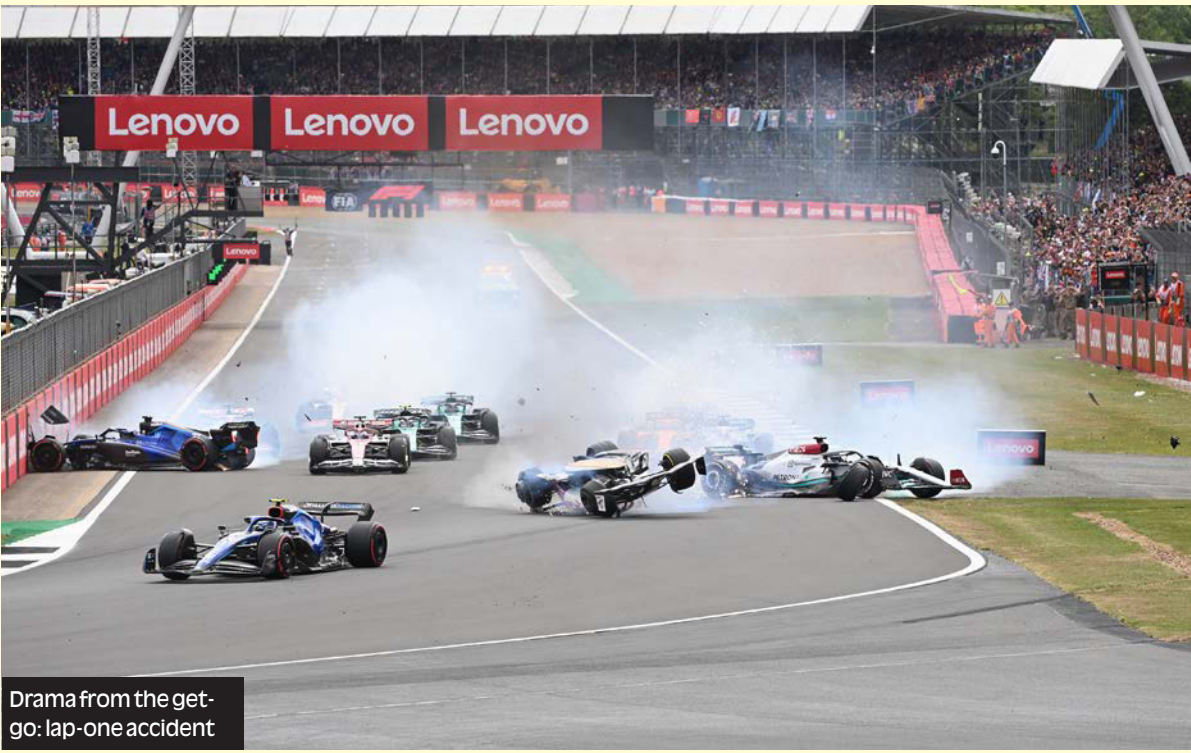
Second time around Sainz held off Verstappen, but entering the Loop, Charles Leclerc clattered into Sergio Perez to grab third. In the move, both cars lost parts of their front wing endplate and after a few laps, the Mexican was forced to pit for a new wing and dropped to 16th.

Up front, Verstappen started to close up on Sainz and on lap 10 he inherited the lead



Verstappen was left battling with Schumacher after woe

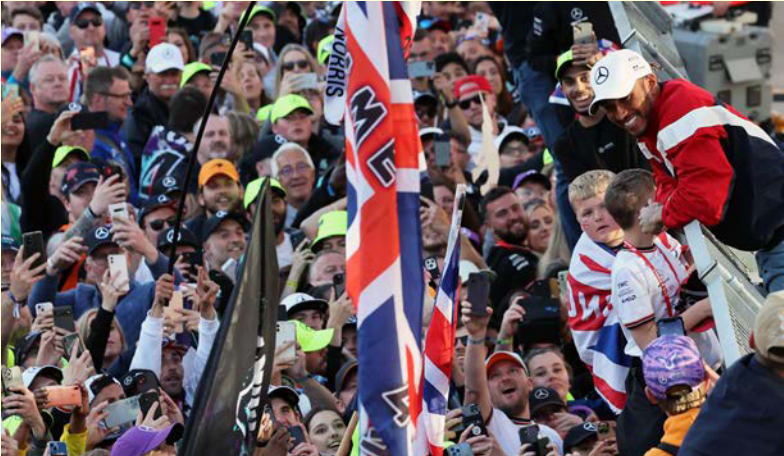
Photos: Motorsport Images



Drama from the get-go: lap-one accident



Norris was in the hunt when the field bunched up in closing stages



The fans came out in force to support the home hero, Sir Lewis

when the Spaniard made a small mistake at Becketts and ran wide at Chapel. Two laps later, the Spaniard reclaimed the lead on the run down Hangar Straight. Verstappen had suddenly slowed and fearing he had a puncture, came into the pits. He later explained that he couldn't avoid a piece of debris on the track (which had come from contact between the two AlphaTauris) and it significantly damaged the underside of his floor. With so much downforce generated from the Venturi tunnels under the car, this damage severely compromised his performance – and at the flag he just managed to hold on to seventh, one place ahead of a hard-charging Mick Schumacher. With Verstappen out of the equation, the focus was now on the two Ferraris up front and Hamilton in third. Although Leclerc was driving with a damaged

front wing, he was quicker than Sainz and asked his engineer to give his team-mate the hurry up. “Do something please,” said Leclerc. “I’m not trying to influence the result, but I can go faster...” On lap 20 Sainz pitted for fresh tyres, handing the lead to Leclerc, who was just 1.5s ahead of the Mercedes. Five laps later, Leclerc made his compulsory stop and emerged behind his team-mate once more. Again he was on the radio to his team to question tactics. With Hamilton staying out and making in-roads into their lead — this was a critical point in the race. Ferrari decided to swap positions. On the Wellington Straight on lap 31, Sainz conceded P1 to Leclerc. It was the right decision because the patriotic crowd could sense this was their hero’s best chance to take his first victory of the year

and they willed Hamilton on in their desire to see another famous home win. But in the event, when Hamilton did pit at the end of lap 32, his was a tardy 4.3s stop and he came back out behind the Ferraris. Then on lap 39 the race took another dramatic turn. Esteban Ocon’s Alpine suddenly suffered fuel pump problems and he rolled to a halt on the old start/finish straight. Cue the safety car. Ferrari decided to retain track position and kept Leclerc in the lead on old hard rubber. But behind him, Sainz – and Hamilton – dived into the pits to fit fresh, soft tyres. The closing up of the field also enabled Perez to rejoin the frontrunners and he too fitted softs. At the restart, Ferrari asked Sainz to give Leclerc a little more space, to help with his tyre warm-up on the hard compound. But the Spaniard gave a robust response: “Guys, I’m going to be a lot quicker than Charles,” he said. When the safety car peeled in, it led to some of the most exhilarating racing in years. Sainz passed Leclerc for the lead going into Brooklands, while behind them Perez took Hamilton for third. Then on the next lap, Perez attempted to take Leclerc into Club. The pair ran wide and to the delight of the crowd, Hamilton nabbed through on the inside to take both positions. Perez then re-passed Hamilton at Abbey, while Leclerc hung it out around the outside of Copse to claim his place back. The British driver was back in front once more at Stowe. It was truly epic, wheel-to-wheel racing that the sport was so keen to engineer with this new generation of car. And on this day, the 2022 regs were a success. While Hamilton was ultimately disappointed to finish in third, he couldn’t help mention the thrilling duel with Leclerc. “The two of us went through Copse no problem,” he said. “It was a bit different to last year...” Sainz scampered off into the lead, ahead of Perez, to claim a memorable first victory in F1. And while it wasn’t quite the result the crowd wanted, it was at least a popular and exciting scrap to the flag. When Hamilton came into the cool-down room after the race, the British driver congratulated Sainz to which he replied on the performance of the Mercedes: “Are you officially back now?” he asked. Perhaps he is...



It was another strong weekend for Alonso with a fifth place



Mansell and Vettel talk turkey on the Williams

A whistle-stop tour of the UK's showpiece

- Monday**
First stop last week was to McLaren in Woking. Formula 1 boss Zak Brown outlined the team's plans beyond F1 with Neom supporting the team's foray into Formula E and the off-road Extreme E series. Someone could have mentioned this to Silverstone's environmental protesters...
- Tuesday**
Next stop: Red Bull. Christian Horner and Adrian Newey revealed their plan to design a new hypercar, known as the RB17. Although no drawings are yet available, the team aim to get the first car on track in the next couple of years. Horner was asked the cost, to which he replied “£5 million plus VAT.” In other words, Christian, £6 million...
- Thursday**
To Silverstone, where the drivers' press conference returned to its traditional Thursday slot. Much of the talk surrounded Nelson Piquet's racist slur of Hamilton, which coincided with the Mercedes launch of a new charitable initiative, Ignite, to help greater diversity and inclusion in motorsport. Oh, and former F1 supremo Bernie Ecclestone casually mentioned he would “take a bullet” for Russian premier Vladimir Putin. Meanwhile a space hopper race live on Sky TV descended into farce when Dan Ricciardo launched his inflatable straight into team-mate Norris's face.
- Friday**
After the day's track running, Williams celebrated the launch of the brand-new Codemasters F1 22 video game with a challenge to find the quickest member of the media on their gaming rigs. Rumours of the winner replacing Nicholas Latifi next year are wide of the mark.
- Saturday**
Dark skies and rain fail to dampen the enthusiastic Silverstone crowd who, despite their booing of Max Verstappen, generously applaud Carlos Sainz who scored his maiden pole position.
- Sunday**
An amazing record crowd of 142,000 (over 400,000 across the weekend) enjoy a thrilling GP after first sampling Nigel Mansell waving off Vettel in his 1992-winning Williams FW14B — a car that Seb bought in an auction.

GRAND PRIX SUPPORTS

Photos: Motorsport Images, Jakob Ebrey

FORMULA 2

DOOHAN AND SARGEANT MAKE WAVES WITH FORMULA 2 WINS

Two maiden winners stood out from the FIA Formula 2 crowd, as Jack Doohan (Vituosi) and Logan Sargeant (Carlin) claimed honours.

American Sargeant qualified fastest and stormed clear in Sunday morning’s feature race, electing to do his opening stint on soft tyres before a longer stint on hards. He maintained the advantage over rival Theo Pourchaire (ART Grand Prix) who chased him home second with Liam Lawson’s Carlin-run car third.

Lawson had struggled in Saturday’s wet-but-drying race when early contact damaged his nosecone and he was forced to pit dropping him to 20th, while early leader Jehan Daruvala (Prema Racing) struggled to get his tyres to work and dropped to seventh. Through the pack came Jack Doohan’s Virtuosi Racing entry, the Australian disposing of Daruvala at Village and then repeating his move on leader Enzo Fittipaldi (Charouz Racing System) a lap later. Once ahead, Doohan stormed clear but as Red Bull Junior Ayumu Iwasa (DAMS) looked after his tyres better on the drying road, he came good late-race and narrowed the gap to less than a second while Fittipaldi hung on to third.

Championship leader Felipe Drugovich (MP Motorsport) took fifth in Saturday’s sprint race but

went one better in Sunday’s feature and retained his championship lead in the process.

Reigning FIA F3 champion Dennis Hauger (Prema) had a torrid weekend. After a spin in qualifying he struggled to 15th in the sprint race and was then squeezed on to the grass by Roy Nissany (DAMS) in the feature, the contact breaking Hauger’s suspension and leaving him a passenger as he ploughed into Nissany at the end of Vale, launching over the Israeli driver’s car. Nissany copped the blame for the incident.

Best of the Brits was Jake Hughes who managed an 11th and a 10th for Van Amersfoort Racing.

Results
Sprint Race (20 laps): 1 Jack Doohan (Virtuosi Racing) 40m42.488s; 2 Ayumu Iwasa (DAMS) +0.932s; 3 Enzo Fittipaldi (Charouz Racing System); 4 Theo Pourchaire (ART Grand Prix); 5 Felipe Drugovich (MP Motorsport); 6 Frederik Vesti (ART Grand Prix); 7 Logan Sargeant (Carlin); 8 Jehan Daruvala (Prema Racing); 9 Marus Armstrong (Hitech Grand Prix); 10 Richard Verschoor (Trident). **Pole position:** Daruvala 1m39.115s (132.94mph). **Winner’s average speed:** 107.78mph **Fastest lap:** Iwasa 1m58.954s (110.76mph). **Feature Race (29 laps):** 1 Sargeant 53m50.586s; 2 Pourchaire +1.681s; 3 Liam Lawson (Carlin); 4 Drugovich; 5 Vesti; 6 Juri Vips (Hitech Grand Prix); 7 Daruvala; 8 Armstrong; 9 Doohan; 10 Jake Hughes (Van Amersfoort Racing). **Pole position:** Sargeant 1m38.432s (133.86mph). **Winner’s average speed:** 118.20mph. **Fastest lap:** David Beckmann (Van Amersfoort Racing) 1m40.842s (130.66mph).



Carlin’s Logan Sargeant was in charge in feature race

David Addison

FORMULA 3

HADJAR’S HEROICS HELP HIM TO SPRINT VICTORY

An outstanding drive by Isack Hadjar (Hitech Grand Prix) resulted in an FIA F3 sprint race win after three excellent round-the-outside moves at Stowe, as Arthur Leclerc outdid big brother Charles to win a lively feature race on Sunday.

Hadjar started fourth as championship leader Victor Martins (ART Grand Prix) bolted from second to pass poleman Reece Ushijima (Van Amersfoort Racing) for the race lead. Kush Maini (MP Motorsport) ran third. Hadjar disposed of him at Stowe on lap three and was soon on the tail of Ushijima, passing the American-Japanese racer with his signature move at Stowe on lap eight. A safety-car period gave Hadjar the chance to catch leader Martins and he repeated his Stowe heroics to grab the lead a lap from home.

Arthur Leclerc (Prema Racing) jumped polesitter Zak O’Sullivan (Carlin) at Stowe on the opening

lap of the feature race to control the race, although tyre management was difficult over the 22 laps. Oliver Bearman (Prema) was in determined mood, passing Caio Collet (MP Motorsport) for third and then making a late-race dash to catch O’Sullivan.

He made a cheeky dive into Club on the last lap, skimming the kerb and bouncing wide, almost tagging Zak and forcing the Carlin car way wide. They crossed the line side-by-side, O’Sullivan getting the nod by just 51-thousandths. Collet took fourth from Hadjar (up from ninth) while Zane Maloney (Trident) recovered from contact from Bearman at Luffield on lap one which spun him to last to be 11th.

Results
Sprint race – 17 laps: 1 Isack Hadjar (Hitech Grand Prix) 32m24.707s; 2 Victor Martins (ART Grand Prix) +0.757; 3 Reece Ushijima (Van Amersfoort Racing); 4 Kush Maini (MP Motorsport); 5 Kaylen Frederick (Hitech Grand Prix); 6 Roman Stanek (Trident); 7 Zane Maloney

(Trident); 8 Arthur Leclerc (Prema Racing); 9 Oliver Bearman (Prema Racing); 10 Jak Crawford (Prema Racing). **Pole position:** Ushijima 1m45.012 (125.48mph). **Winner’s average speed:** 115.04 mph **Fastest lap:** Hadjar 1m46.643s (123.57mph). **Feature Race – 22 laps:** 1 Leclerc 45m23.209s (106.35mph); 2 Zak O’Sullivan (Carlin) +0.913s; 3 Bearman; 4 Caio Collet (MP Motorsport); 5 Hadjar; 6 Crawford; 7 Martins; 8 Jonny Edgar (Trident); 9 David Vidales (Campos Racing); 10 Ushijima. **Pole position:** O’Sullivan 1m44.597s (125.97mph). **Winner’s average speed:** 106.35mph. **Fastest lap:** Crawford 1m46.713s (123.49mph).



David Addison Briton Zak O’Sullivan

PORSCHE SUPERCUP

HEINRICH ESCAPES FOR PORSCHE CUP TRIUMPH IN THE UK

A rain-affected qualifying session did much to decide the outcome of the Porsche Supercup’s Silverstone return, drivers only managing one dry lap.

Polesitter Larry ten Voorde (Team GP Elite), though, failed to convert pole into the lead despite squeezing second-fastest qualifier Laurin Heinrich (SSR Huber Racing) up to the pitwall. Heinrich stood his ground and claimed the lead as LtV missed the apex for Abbey, Harry King (Lechner Racing) jumping him as well.

Ten Voorde retook second leaving Aintree but was unable to challenge Heinrich, while King dropped back mid-race but fended off team-mate Dylan Pereira for third. Bastian

Buus (Lechner Racing) dive-bombed Lorcan Hanafin (Fach Auto Tech) at the end of Vale on the last lap for fifth and Rookie honours.

Carrera Cup GB race-winner Adam Smalley’s Supercup debut for CLRT netted 12th while Aaron Mason (Pierre Martinet by Almeras) triumphed in ProAm.

Results
14 laps: 1 Laurin Heinrich (SSR Huber Racing) 29m52.942s; 2 Larry ten Voorde (Team GP Elite) +0.513s; 3 Harry King (Lechner Racing); 4 Dylan Pereira (Lechner Racing); 5 Bastian Buus (Lechner Racing); 6 Lorcan Hanafin (Fach Auto Tech); 7 Jukka Honkavuori (Fach Auto Tech); 8 Rudy van Buren (Huber Racing); 9 Daan van Kuijk (GP Elite); 10 Loek Hartog (Ombras srl). **Pole position:** Ten Voorde 2m06.908s (103.84mph). **Fastest lap:** Heinrich 2m03.819s (106.43mph). **Winner’s Average speed:** 102.73mph.

David Addison

W SERIES

CHADWICK MAINTAINS HER PERFECT W SERIES RECORD AT SILVERSTONE

Jamie Chadwick (Jenner Racing) continued her W Series domination as she bagged a fourth win in a row in this year’s series.

Starting from pole, Chadwick made a perfect start to lead into Abbey with Emma Kimilainen (Puma W Series Team) her nearest opposition, as Alice Powell (Click2Drive Bristol Street Motors) ran third. Powell, though, had been slow away on the formation lap and dropped to the rear by the first safety car line. She was erroneously told that she could overtake the field and retake her grid position, for which she was given a stop-go penalty and condemned her to a recovery drive. With no safety car to save her, 14th was her reward.

As Chadwick and Kimilainen pulled clear, Fabienne Wohlwend (Cortdao Racing) passed Powell’s protegee Abbi Pulling (Racing X) for third but made an error at Becketts allowing Pulling back ahead.



Jamie Chadwick kept up her remarkable winning streak in the W Series

Pulling then mounted a final charge against Kimilainen, a dive at Vale on the penultimate lap knocking the Finn into a spin, but Pulling backed off and allowed her rival ahead to avoid a penalty, the pair clear of fourth-placed Wohlwend who took fourth from

Beitske Visser (Sirin Racing) and Jessica Hawkins (Click2Drive Bristol Street Motors).

Results
17 laps: 1 Jamie Chadwick (Jenner Racing) 33m30.881s; 2 Emma Kimilainen (Puma W Series Team) +19.558s; 3 Abbi Pulling (Racing X); 4 Fabienne Wohlwend (Cortdao Racing); 5 Beitske Visser (Sirin Racing); 6 Jessica

Hawkins (Click2Drive Bristol Street Motors); 7 Abbie Eaton (Scuderia W); 8 Belen Garcia (Quantfury W Series Team); 9 Nerea Marti (Quantfury W Series Team); 10 Sarah Moore (Scuderia W). **Pole position:** Chadwick 1m56.758s (112.86mph) **Winner’s average speed:** 112.26mph. **Fastest lap:** Pulling 1m56.847s (112.77mph).

David Addison

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WE look ahead to the short oval showpiece with special eight-page supplement, starts p19

The iconic race car constructor is back in business and has big motorsport ambitions

LOLA TARGETS LEMANS RETURN AS BRITISH MARQUE IS REBORN

By Sam Smith

The Lola brand will return to international competition after being acquired by DNS A racer Tili Bechtolsheimer as part of an effort to re-establish the British constructor in the motorsport industry. The deal is set to mean that the Lola name becomes active for the first time in a decade after the previous iteration of the marque was forced into administration in May 2012.

US-based Brit, Bechtolsheimer, now controls all of the assets of the iconic British brand that has designed and produced nearly 5000 race cars spanning 400 different model types. These include the Huntingdon-based technology centre that features a commercially available 50% scale windtunnel, model shop and seven-post vehicle dynamic test rig.

Full story: p6

Lola feature: p35

REPORT

ROVANPERA IS THE KING OF THE SAFARI RALLY

Toyota ace stuns with victory again in 2022 points chase p14

BRITISH GP PREVIEW

READY FOR F1'S BIGGEST RACE OF THE SEASON

We look ahead to the Silverstone battles p54

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RACING NEWS

Photos: Motorsport Images

PIQUET APOLOGIES OVER PODCAST SLUR ON HAMILTON

Three-time F1 title winner Nelson Piquet has apologised for comments made in a podcast that were seen as a racial slur on Lewis Hamilton.

The news came to light last weekend that Piquet, who took the crown in 1981, 1983 and 1987, had used an offensive term when talking about the 2021 crash between Hamilton and Max Verstappen at the British GP.

“I apologise wholeheartedly to anyone that was affected, including Lewis,” Piquet said.

Hamilton had said on Tuesday that “archaic mindsets need to change”, adding: “It’s more than language. I’ve been surrounded by these attitudes and targeted my whole life. There has been plenty of time to learn. Time has come for action.”

Piquet’s comments were roundly condemned by all members of the grand prix paddock, including F1’s owner Liberty Media. Piquet’s access to the Formula 1 paddock has now been rescinded.

Piquet said he made no defence of the remarks, but added the term he used “is widely and historically been used colloquially in Brazilian Portuguese as a synonym for ‘guy’ or ‘person’ and was never intended to offend. I would never use the word I have been accused.”



Piquet Senior was in hot water



Leclerc lost out on GP victory

LECLERC FRUSTRATED WITH FERRARI STRATEGY

Ferrari’s Charles Leclerc has admonished the team for a strategy call which he thinks cost him a shot at victory in the British Grand Prix last weekend.

The Scuderia chose to put second-placed Carlos Sainz under a late-race safety car period, but left Leclerc on track. That meant he was vulnerable to faster machines at the end of the race and eventually fell away from the podium positions. The Monaco-based driver, who was seen in earnest discussions with team boss Mattia Binotto at the end of the 52-lap race, said: “It’s not good. I have to say that I feel like I’m showing that every race it’s not affecting me too much [but I am still missing out on results]. I would rather not have these problems.”

“As much as I am disappointed on my side,” Leclerc added, “I don’t think this should be a headline on what is an amazing first victory on Carlos. It’s a dream come true [for him].”



Guanyu has a flip on the opening lap

RUSSELL CALLS FOR RETHINK AFTER MONSTER BRITISH GRAND PRIX ACCIDENT

Mercedes star says lessons must be learned from shunt

By Matt James

George Russell wants all grand prix tracks to look at run-off areas after a huge accident between himself and Alfa Romeo driver Zhou Guanyu left the Chinese driver sat in his wrecked car behind safety barrier at Silverstone on Sunday.

Guanyu was caught up in contact between Russell and the AlphaTauri of Pierre Gasly away from the line and the Alfa rolled into the gravel trap and over the protective tyre barrier. His progress was halted by the metal safety fence, and his car dropped into a gap between the

back of the tyre wall and the fence.

Russell, who leapt out of his abandoned Merc to sprint and check on Guanyu’s condition, said lessons must be learned “The space between the barriers and the metal fence and he was just stuck in there, nowhere to go. Yeah, something to learn,” said Russell, who is a director of the Grand Prix Drivers’ Association.

Guanyu went to the track’s medical centre for checks, but was able to return to the paddock in time for the end of the race. The F1 rookie praised the halo design on the cockpit as he felt it had saved him from much worse injuries.

Taking to social media, he said: “It was a

big crash and I’m glad I’m OK.

“The marshals and the medical team at the track were fantastic with their quick response, and I also owe my thanks to the FIA and Formula 1 for all the work they have done, and they keep doing, to improve the safety of our cars.

“The halo saved me, and it goes to show that every step we take in improving our cars has real, valuable results.”

Alex Albon was also hospitalised in a shunt at Turn 1 when he was struck by the Aston Martin of Sebastian Vettel and cannoned into the pitwall. He was taken to University Hospital Coventry, but was released later on Sunday night.



Car was trapped against fence



McLaren is wary overspending

McLAREN CAUTIOUS ON CAR DEVELOPMENT AMID BUDGET

Bosses of the McLaren F1 team have admitted that they aren’t able to develop this year’s MCL32 chassis as fast as they would like due to the restrictions of the budget cap.

Team boss Andreas Seidel admitted at Silverstone last week that some of the upgrades to the car have been shelved with an eye on the cash limits that are in place this season.

He said he hoped other teams were working to similar restrictions. “Hopefully it is not just us who had

to pull the handbrake in terms of further developments, due to the restrictions we’re having mainly from the cost-cap side. But there are also the restrictions you have nowadays with further limited windtunnel time, so you really need to be very careful with how you use your windtunnel time.”

Lando Norris was McLaren’s top driver in last weekend’s British Grand Prix as he took his car to sixth place. The British driver is seventh in the points chase.

BRITISH CROWD SPURRED ME ON, SAYS F1 WINNER SAINZ



Sainz has broken his win duck

Spaniard Carlos Sainz paid tribute to the UK fans after claiming his first grand prix victory at Silverstone last weekend.

The Ferrari driver overtook team-mate Charles Leclerc for the lead in the latter stages of the race and fended off Red Bull’s Sergio Perez to claim his maiden victory after 150 starts in Formula 1.

He said: “It is a day that I will never forget. It’s amazing. A first race win 150 races later with Ferrari in Silverstone, I cannot ask for more. It’s a very special day.

“Silverstone has been a bit of a special place for me, first-ever race win here in Formula BMW back in 2010, first pole position here back in 2010.

“Suddenly, 12 years later, I achieved exactly the same but in Formula 1 with Ferrari. So it’s a special place for me. I thank the whole crowd for being part of it and cheering me on.”

Sainz is fourth in the drivers’ points and the Silverstone results was his sixth podium of the campaign.



De Cadenet loved Le Mans

RACER AND CONSTRUCTOR ALAIN DE CADENET PASSES Driver and race car constructor Alain de Cadenet has passed away aged 76 after a long battle with illness.

He finished on the podium at Le Mans in 1976 in a Lola T380 which he shared with Chris Craft. De Cadenet took part in Le Mans 14 times between 1975 and 1986 and raced his own development of the Lola, the De Cadenet-Lola LM in the French endurance classic in 1980 and 1981. De Cadenet, who had begun his racing career in 1966, was a popular TV presenter who had a passion for collecting classic cars.

He was a successful driver in historic machines too.

**BRUISING DTM ROUNDS
BLIGHT NORISRING EVENTS**

Ferrari and Porsche took a win apiece in the DTM rounds at Norisring last weekend in an event that led to numerous crashes.

Thomas Preining took the triumph in the opening round on the street circuit for Porsche while Felipe Fraga took his Red Bull-backed Ferrari to glory in the second race.

Preining led home fellow Porsche driver Dennis Olsen in the opener after a first-corner crashed wiped out a number of the leading stars including points leader Sheldon van der Linde's BMW and the Audi of Nico Muller. Rene Rast, who has also been a winner earlier this season, was ruled out with a puncture in the latter stages.

Fraga's round two win was much more straightforward as he led home Mirko Bortolotti's Lamborghini. Bortolotti now heads the standings.

NEW VENUES ADDED TO FORMULA E LINE-UP FOR FRESH CAMPAIGN

London to round off season once more in new race line-up

Photos: Motorsport Images



Formula E will break new ground

By Matt James

The first draft of the 2022-2023 Formula E season, the ninth for the category, features new races in India and in Sao Paulo, Brazil, as Britain once again hosts the season-closer.

The new line-up was rubber-stamped by the FIA World Council last week and features three rounds that have yet to have confirmed venues.

The season will begin in Mexico in the middle of January, which has replaced Saudi Arabian as the curtain-raiser for the season that will feature the Gen3 machines.

The series championship officer Alberto Longo says that there would be moved to full the vacant slots with a round at Cape Town and one in the United States.

Longo said: "The Season Nine calendar of the Formula E World Championship is our most expansive and dynamic racing schedule yet and I cannot wait to get started.

"We will continue to push the international boundaries of all-electric

CALENDAR		
2022-23 provisional Formula 2023		
RNDs	WHERE	WHEN
1	Mexico City	January 14
2	Diriyah, Saudi Arabia	January 27-28
3	Hyderabad, India	February 11
4	TBA	February 25
5	TBA	March 11
6	Sao Paulo, Brazil	March 25
7	Berlin, Germany	April 22
8	Monaco	May 6
9	Seoul, South Korea	May 20-21
10	Jakarta, Indonesia	June 3-4
11	TBA	June 24
12	Rome, Italy	July 15-16
13	London, UK	July 29-30

street racing with E-Prix in Hyderabad and Sao Paulo, while maintaining the hugely-popular races in Diriyah, Mexico City, Berlin, Monaco, Rome and London with Jakarta and Seoul now established on the calendar.

"We are also working hard to include Cape Town and a race in the USA when the provisional calendar is updated later this year."

The FIA also pushed the green light on a budget cap for the formula going forward.

JOTA NAMED AS CUSTOMER TEAM TO RUN PORSCHE 963 SPORTSCAR

British team Jota will run a new Porsche 963 LMDh in next year's World Endurance Championship on its step up to the headline class.

The squad, which has had multiple successes in the LMP2 division, has been named as one of the first customers for the German machines. The squad will be backed by car hire firm Hertz. The JDC-Miller MotorSport team will run the machine in the IMSA category.

Jota co-owner David Clark said: "[This] is a momentous milestone for Jota. We have enjoyed hard-won success at a global level in recent years, particularly at Le Mans.

"With this new team, we will be in a very strong position to keep our momentum going when sportscar racing truly enters a golden period in 2023."

No drivers have yet been announced for the programme. Porsche has said that four cars would be given to privateer teams to run in both the World Endurance Championship and in the IMSA contest. Jota won the Le Mans 24 Hours in the LMP2 class this season, which was its third victory in the twice-around-the-clock showpiece.



Jota has had LMP2 successes

FORMULA E: MARRAKESH BY SAM SMITH JULY 2



Mortara used his power boost to claim spoils



The heat affected Jean-Eric Vergne's speed

MORTARA RESISTS DUAL DS ATTACK

Edoardo Mortara took his third win of the season for Venturi at the Marrakesh E-Prix after the Moroccan venue stepped in to replace the initially planned Vancouver E-Prix which was cancelled in late April.

In sweltering conditions, the Italian-Swiss thwarted an initially planned Jean-Eric Vergne and Antonio Felix da Costa pincer movement by the DS Techeetah team-mates.

Mortara managed to vault polesitter da Costa during the first deployment of the extra-boost attack mode and never looked back, controlling the pace as da Costa and Vergne attempted intra-team choreography to take turns in attacking the Venturi-run Mercedes car.

It didn't work. This was largely due to Vergne's hitting pace-sapping high temperature in his spec battery unit. As his speed tailed off da Costa lost time but was eventually allowed through in to second position.

"I would have said swap a little bit later, let me challenge Edo and then if it doesn't work out we can swap [again]," said da Costa reflecting on the intra-team choreography.

"The team obviously has a lot more information than what I do in the car, so I have to trust them."

But ultimately by the time the DS Techeetah drivers had completed their switches, Mortara had opened a small but decisive gap and took the chequered flag unchallenged to surge into the lead of the title race.

This was at the expense of previous points leader Stoffel Vandoorne. He had a disastrous qualifying session when he encountered braking issue which confined him to a lowly 20th grid slot.

But the Mercedes EQ driver executed a stellar race, scything through the field to at least take four points for a hard-earned eighth position.

For Mortara, who now leads the title chase by 11 points, the ease of his victory came as something of a revelation.

"It was quite surprising that we were able to stay in front, it shows we had a really good pace, and I will say that the team had a plan, a strategy for this difficult race weekend with these temperatures," he said.

Getting among the DS Techeetah's and maintaining his title credentials was Mitch Evans who split da Costa and Vergne to take third place.

The Kiwi survived a fraught first-lap encounter with Porsche's Pascal Wehrlein, who protected the then fifth place so erratically that Evans described it as, "defending really aggressively, dangerously I would say, I've never experienced that before."

Vergne, compromised by the thermal overheating of his battery, was able to hang on to fourth place, while Lucas di Grassi added to Venturi's joy by claiming fifth after deposing reigning champion Nyck de Vries in the closing stages.

Nuneaton's Jake Dennis took his second-consecutive points haul with seventh for Andretti, while Vandoorne deposed Jaguar's Sam Bird for his eighth position.

Completing the points scorers was Mahindra's Oliver Rowland who starred in the first phase of the race when he gambled on an energy burning strategy to run as high as third at one stage.

Rowland's Mahindra team-mate Alexander Sims took 12th place after some recovery from a practice accident.

Results
When: July 2 **Where:** Marrakesh e-Prix Circuit
Laps: 34
Race 1: 1 Edoardo Mortara (Venturi) 46m45.410s; 2 Antonio Felix da Costa (DS Techeetah) +2.297s; 3 Mitch Evans (Jaguar TCS Racing) +6.270s; 4 Jean-Eric Vergne (DS Techeetah) +3.350s; 5 Lucas di Grassi (Venturi) +7.787s; 6 Nyck de Vries (Mercedes EQ) +8.394s; 7 Jake Dennis (Andretti) +12.084s; 8 Stoffel Vandoorne (Mercedes EQ) +14.541s; 9 Sam Bird (Jaguar TCS Racing) +15.084s; 10 Oliver Rowland (Mahindra) +15.270s. **Pole Position:** da Costa (DS Techeetah). **Fastest lap:** di Grassi 1m20.909s (82.00mph). **Championship positions (after 10/16 rounds):** 1 Mortara 139pts; 2 Vergne 128; 3 Vandoorne 125; 4 Evans 124; 5 Robin Frijns 81; 6 da Costa 75.

RACING NEWS

Photos: Jakob Ebrey

UK MOTORSPORT SHOWCASED AT PARLIAMENT

Motorsport UK led a presentation of the country's motorsport offering to Members of Parliament last week in a special showcase of green technologies at the Palace of Westminster.

The UK's governing body plus the All-Party Parliamentary Group for Motorsport, to start the British Grand Prix week, presented 'Our Eclectic Future' at British Motorsport Day to outline a cleaner and more sustainable automotive vision.

Motorsport UK held a diverse vehicle display in Speaker's Court, plus a reception in Speaker's House with key motorsport officials and parliamentarians in conjunction with the speaker Sir Lindsay Hoyle.

In addition to Motorsport UK's chair David Richards and CEO Hugh Chambers, those present also included F1 CEO Stefano Domenicali, Karun Chandhok, Pat Symonds, James Allison, and Paddy Lowe.

Richards said: "Motorsport has the power to influence the hearts and minds of consumers. Time and time again motorsport has seized the opportunity when it comes to innovating new technologies that transcend into the wider automotive industry, delivering benefits to consumers globally."

PEARSON OK AFTER BIG CROFT CRASH

British Formula 4 driver Joel Pearson escaped with bruises and a suspected broken finger after a sizable accident in the third race of Croft's triple-header 10 days ago.

Chris Dittmann Racing's Pearson, who races this season a year on from a bone cancer diagnosis, was cleared to head home from Croft to recover after medical centre checks. He is now targeting a return in the next British F4 round at Knockhill in late July.

Pearson said: "The driver in front of me moved early into the braking zone and I didn't have enough time to recover."

"I'm a bit battered and bruised from the impact, and I'll be sore for a while, but I'm OK. I just need to work on my recovery before we head to Knockhill."

Team boss Chris Dittmann added: "It was a big relief for everybody. There was no malice [from the other driver], but the result was quite a sizable accident, the biggest he [Pearson] has ever had and the biggest we've seen as a team. It is a definite testament to the safety of the car that he is OK."



Sir Frank:
Best of British



Classic's two showpiece F1 races will be named in Sir Frank's honour

SIR FRANK WILLIAMS TRIBUTE AT THE CLASSIC

Legendary Formula 1 team owner will be saluted at next month's Silverstone event

By Graham Keilloh

Legendary Formula 1 team founder Sir Frank Williams will receive a special tribute at next month's The Classic at Silverstone with its blue-riband historic F1 races named in his honour.

Sir Frank passed away last November aged 79 and Silverstone was a special venue for his Williams team. In 1979's

British Grand Prix there it took its first F1 victory of 114 and at the circuit in 2019 Sir Frank celebrated his golden anniversary as an F1 team boss.

The Classic takes place over the bank holiday weekend on August 26-28 and its two showpiece Masters Racing Legends races for 1966 to 1985 three-litre grand prix cars will be titled The Frank Williams Memorial Trophy for Masters Racing Legends. Also an iconic FW07 loaned

by Williams Heritage will be on display throughout the event in the international paddock.

Many examples of Williams' Cosworth-powered FW07 and FW08 still race and win in their original liveries at The Classic, and the Williams tribute adds to major F1 presence at this year's event that includes all seven of Sir Lewis Hamilton's title-winning cars gathered.

The Classic's CEO Nick Wigley said:

"In so many ways Sir Frank was an inspiration to us all. His incredible tenacity and determination to overcome adversity and his deep-set patriotism are just two of his stand-out virtues. We are celebrating the Best of British at The Classic this summer and Sir Frank certainly shines out under that banner. He was a truly remarkable man and it's only fitting to be honouring him at Silverstone."



Youngsters
got F1 tour

RISING STARS GET RED BULL TOUR

Rising single-seater stars Joel Granfors and Nikolas Taylor got a prize Red Bull Formula 1 factory tour last week thanks to the generosity of GB3 and GB4 supporter John Cavill.

Cavill, who provides the contests' pole position prizes, successfully bid for the tour at the Autosport Awards, and decided to gift it to the drivers leading GB3's and GB4's standings after the Donington Park round. GB3's Granfors and GB4's Taylor, both Fortec racers, were therefore the recipients.

Granfors said: "They said they had to create 25,000 parts every year per car which is absolutely stunning. I thought maybe 200 parts maximum. It makes you realise how hard you need to work to achieve your goals."

Taylor added: "I'm pretty sure we saw two monocoques from the cars that are racing at Silverstone and to see them so close was pretty cool. When you walk through the reception and see those trophies, you just want that sort of thing to happen in your career."

GB4 FRONTRUNNER WALKER "AT CROSSROADS" AFTER ELITE SPLIT

GB4 frontrunner Alex Walker is considering his racing options after missing the junior single-seater championship's recent Snetterton round following a split with his Elite Motorsport team.

Walker made a last-minute effort to enter Norfolk's triple-header as a privateer, but withdrew after Friday testing. His car is now for sale.

Walker told Motorsport News: "We chose to leave [Elite] because we felt there was more to gain elsewhere, but no-one left on bad terms."

"About the halfway point in between [the Donington Park and Snetterton rounds] we weren't going to race at all. So just to get to that test day was quite good."

"When you swap teams you always have to take the car to bits, and once we did that we found so many issues with it. It was clear after the Friday that it was going to take a lot more time to get the car right. It handled pretty nicely, the fundamental issue was we were 4mph down in every speed trap. It [the race weekend] was a lot of money on a gamble."

"We're at a crossroads now: the



Walker is considering 2023 plans

championship's out the window, so do we do a few more GB4 races, or start our 2023 programme now?

"LMP3 or maybe something in America or GB3, maybe something in GTs. [For] 2023 and beyond [it's] more looking down the next five years."

BRITISH GT CHAMPION HAIGH SEEKS 2023 FULL-TIME RACING COMEBACK

The 2018 champion wants to turn part-time return into more permanent 2023 campaign

Photos: Jakob Ebrey, BMW



Haigh (l) is having successful return

By Graham Keilloh

British GT champion Flick Haigh is aiming for a full-time return to racing in 2023 following her part-time comeback in the championship this season.

At Snetterton 10 days ago Haigh completed the second of her three-meeting 2022 British GT programme

rekindling her 2018 overall title-winning Pro-Am partnership with Jonny Adam, now racing a 2 Seas Mercedes GT3. They were denied victory in Norfolk's race one by a late puncture, then finished third in race two.

Haigh told Motorsport News: "I'd love to come back and do a championship next year, that would be the aim, but that depends on sponsorship and opportunity.



Only a late puncture denied Haigh and Adam Snetterton victory

You never know. We need to start thinking about that after this [Snetterton] weekend and see what might be an option for us.

"A lot of it [her racing absence] was Covid, lack of opportunity, and when you step away from it it's even harder to get doors open to you to come back in. And I just felt that coming back to British [GT] was a good place to start because it is so competitive and you have to work

seriously hard to get your results. A lot of them [rivals] are out in the car every other week, they might be Amateurs like I am but they're taking it incredibly seriously."

When asked if her 2023 programme would ideally still be in British GT with Adam and 2 Seas, Haigh said: "Too hard to tell. That would be an amazing situation, but that involves lots of sit-down talks and cups of tea!"



DTM winner gets British GT run

SPONSOR ISSUE LEADS TO ERIKSSON DEBUT

Century boss Nathan Freke has revealed Angus Fender was replaced by DTM race winner and Formula E driver Joel Eriksson in Betty Chen's British GT BMW due to sponsor issues.

Eriksson, 24, will race alongside Chen in Century Motorsport's M4 GT3 for the rest of 2022, starting with the recent Snetterton round.

Freke told Motorsport News: "Angus never converted a sponsor which he thought was a slam dunk, and that was that. For us it's a disruption we didn't want. We don't like musical chairs mid-season, but we understand that if the budget's not there we can't go racing."

"We were very fortunate that Joel raced with Betty in Asia, he's been at every round this year coaching Betty so the relationship was already developing with the team and it seemed like a natural thing to put Joel in the car."

"Joel's reputation speaks for itself, his success. We'll go into Spa which Joel knows; Brands GP that Joel knows. We've got a good time ahead of us and we want to get this car on [Pro] pole in one of those races."

TOPHAM SAYS EXTRA 25 KG "ONLY FAIR"

British GT GT4 championship-leader Matt Topham has said the 25kg added to his Newbridge Motorsport Aston Martin is "only fair" but added his pace reflects his team's strong job.

Topham and Pro-Am partner Darren Turner largely race against all-Silver-graded Silver Cup pairings, and before May's Donington Park race were given the extra weight to bring them in line on speed.

The addition, which will remain for the rest of the season, brings the Aston onto the same weight as its Silver rivals. Topham and Turner however still have 14 seconds' shorter pitstops

than the Silvers.

Topham told Motorsport News: "To be honest it's only fair, it did seem like we had a bit of an advantage maybe. But I really think we were just doing a better job than other people. And sure I've got some pace but I'm nowhere near these guys [the Silver drivers].

"I have improved as a driver, I'm getting closer and closer to Darren every time I go out, maybe not in qualifying. But I honestly think that Newbridge have been doing a great job as a team. For Silverstone we just had clean pitstops and that's what gives you the best chance. It's a bit of both."

CENTURY TO RACE NEW M4 GT4S IN '23



Demand has been high for new M4

Reigning British GT champion Century Motorsport has ordered two new BMW M4 GT4s for its racing next season shortly after the German marque unveiled the machine.

BMW-specialist Century took a dominant British GT4 2021 title double with the previous-version M4, which it continues to race two of this season.

BMW unveiled its new M4 GT4 last month and Century moved quickly to order two that it will race from 2023. Century's existing M4 GT4s are now for sale after British GT's 2022 season finishes.

Century boss Nathan Freke told Motorsport News: "We're really happy to be branching out to GT3, but the core of our business

still is GT4 and it's still a buoyant class.

"We've got a lot of interest in next year, potentially one car almost confirmed. We've already got feedback from Munich that there was an amazing response, so we were glad we did it [the car orders] within 48 hours."

"I've been getting feedback and a lot of the GT3 features have filtered down onto the car. Apparently the car's a lot easier to drive. The current car is a fantastic car, but for an inexperienced driver it's quite difficult to get the time out of."

"It looks aggressive, we know it will be fast, they've worked hard on reliability and drivability, it'll be the right package for us."



Newbridge Aston is now carrying extra weight

BALFE EXPLAINS BRITISH GT AUDI BOP ISSUE

Balfe Motorsport boss Shaun Balfe has explained the Balance of Performance issue that in part kept his British GT Audi entry alongside Adam Carroll out of the recent Snetterton meeting.

The GT3 Pro-Am entry sat third in the standings prior to missing Norfolk's double header. Balfe

attributed the absence to missing pre-race testing due to work, plus being unhappy with his BoP.

Balfe told Motorsport News: "Being the sole Audi, that's [BoP] always going to be a difficult one. The SRO championships in Europe the Audis are really strong. There's loads of numbers, they're racing on

a different nature of track, track temperatures are different, they're not circulating round GT4 cars, and none of them [drivers] are an Am.

"I'm struggling to get the car where it needs to be and I'm going to have quite a lot of obstructions to get a BoP improvement when the brand is successful in Europe."



Balfe has BoP blues for Audi

RALLY NEWS

SPANISH WILDFIRES COULD LEAD TO LOEB ACROPOLIS RETURN

The cancellation of Rally Andalucía, a round of the FIA World Rally-Raid Championship, could result in Sebastian Loeb returning to the Acropolis Rally.

Loeb had been due to contest the Spanish event last month until wildfires in the region forced its postponement.

Its new October 18-23 date clashes with the country's WRC round, an event Loeb had been due to contest in an M-Sport Ford Puma Rally1, which could lead to the Frenchman contesting the Acropolis instead.

The nine-time World champion last rallied in Greece in 2012, beating his then Citroen team-mate Mikko Hivonen to victory. M-Sport, meanwhile, has won the event eight times.

Loeb told WRC.com that an Acropolis return was a "maybe", adding "I wanted to go to Spain but it wasn't possible because we have another rally in cross-country at the same time, so we'll have to adjust the calendar," Loeb added. "But it's quite tricky at this time of the season."

The 48-year-old has committed to a partial campaign with M-Sport and won January's Monte Carlo Rally, the first event of the new hybrid-based Rally1 era.

ALL-ELECTRIC WORLD RALLY CHAMPIONSHIP GETS CLOSER

New technical rulebook for national events could lead to new WRC category

Photos: mcklein-imagedatabase.com, FIAERC.com



R5 is the basis for an electric category

By Graham Lister

A fully electric rally championship to run within the FIA framework has moved a step closer to reality.

Last month's FIA World Motor Sport Council meeting in Paris approved the technical rules for FIA Rally5e cars, essentially electric versions of entry level Rally5 cars, such as Opel's Corsa and Renault's Clio.

Although the move is in response to calls from manufacturers to establish a standard set of regulations for national-based one-make championships, such as the ADAC Opel e-Rally Cup in Germany, the possibility of an international electric series launching now exists.

The new rules allow for two divisions, one for cars with a battery capacity of more than 60 kWh and one for cars with a battery capacity less than 60 kWh.

Following the WMSC, the FIA confirmed that "Technical and homologation regulations for the fully electric FIA Rally5e cars were approved, with the group to be divided into two classes depending on the car's battery capacity (lower or bigger than 60 kWh).

"This first-ever category of electric rally cars aims to remain close to production models, in the same way as the Rally5 for internal combustion engine cars." Meanwhile, proposals for a hybrid T3 car, the lightweight prototype category run within the new-for-2022 FIA World Rally-Raid Championship, using an electric powertrain were approved by the WMSC.

The body also gave the green light to changes to Rally1 rules aimed at alleviating high in-car temperatures on hot-weather events. The proposals relate to the size of the rear window and roof vent openings.

GRYAZIN BAN HANDS BRITON INGRAM A HELPING HAND

Brit Chris Ingram has been handed a boost in his bid to remain on top of the WRC2 Junior standings – despite Rally Estonia not forming part of his 2022 schedule.

Ingram heads Toksport team-mate Nikolay Gryazin in the title table by six points but was set to lose ground due to his non-participation on next week's fast-paced gravel counter.

However, after the Estonian government banned Russian Gryazin and his co-driver and

compatriot Konstantin Aleksandrov from entering the country in response to Russia's invasion of Ukraine in February, Ingram has one fewer rival to worry about.

And with Czech Erik Cais and Finn Eerik Pietarinen, currently third and fourth respectively in the lead WRC support championship, also not competing in Estonia, Ingram's advantage will remain intact.

The Estonian government issued a

'prohibitions on entry' notice to the Estonian ASN last week informing it of its ruling on Gryazin and Aleksandrov, the first country hosting a round of a WRC to ban Russian nationals from competing over sporting rules.

Although Gryazin and Aleksandrov had been free to participate on other rounds as Authorised Neutral Competitors, governing body the FIA has always made it clear that national

restrictions take precedence.

Gryazin took outright WRC2 honours on last month's Rally Italy and sits third in the overall WRC2 standings, 14 points behind leader Kajetan Kajetanowicz, who took the class victory on Safari Rally Kenya recently.

Following Rally Estonia from July 14-17, Rally Finland marks the next round of the World championship from August 4-7.



Gryazin will miss the WR2 Junior event in Estonia

FORMER WORLD JUNIOR SESKS MAKES ERC HISTORY

Martins Sesks was so good on Rally Liepaja last week that he won all 12 stages that made up the high-speed gravel event in Latvia, round five of the 2022 European championship season.

The ERC3 Junior champion and Junior WRC contender hadn't driven at international level in a Rally2 car since 2019 but stepped up from the ERC Open category for Rally2 Kit cars to win his home round of the championship.

Sesks, who is from Liepaja, the event's host city, joined Team MRF Tyres for the event to drive an SRT-run Skoda Fabia Rally2. Using a new tyre from the

Indian firm, the 22-year-old beat championship pacesetter and team-mate Efrén Llarena by 1m10.9s.

"This is just pure joy, it feels so incredible," said the 22-year-old, who becomes the first driver in ERC history to take a clean sweep of stage wins. "I had this opportunity thanks to Team MRF Tyres and Sports Racing Technologies and it was such a fantastic weekend. I think it's my best rally yet."

Llarena had been third starting the Powerstage but beat Finn Mikko Heikkilä to second place by 0.7s. The Spaniard now heads the standings by 46 points from



Total dominance: Sesks

Nil Solans, who finished 12th after twice picking up punctures.

WRC winner Hayden Paddon was sixth on his return to international competition, but Tom Kristensson dropped out of the podium fight after puncturing on stage nine.

The asphalt-based Rally di Roma Capitale is next on the ERC schedule from July 22-24.

BREEN'S SAFARI FIGHTBACK UNDERWAY

Craig Breen is already hard at work on making up for a tough Safari Rally initiation last month.

Following his podium return in Sardinia, the Irishman had been hoping to continue that momentum in Kenya, but suffered a spate of issues to finish sixth, though he still sits two points off third place in the

World championship standings.

Breen was due to test in Estonia last weekend and having finished second on the high-speed gravel event for the last two seasons, the M-Sport Ford driver is banking on a third podium of the campaign in his Puma Rally1 hybrid.

"This is the first of three rallies

that I have done consistently for the last couple of years so I hope this will be the start of a good run and we can get back to where we were in Sardinia," Breen told WRC.com. "We haven't done a test since early May before Portugal so I'm looking forward to getting a test in Estonia."



Breen is optimistic looking forwards

Photos: Paul Lawrence, Jakob Ebrey



Pryce: wants to build on his pace

PRYCE CONFIDENT OF BRC VICTORY ON NICKY GRIST

Volkswagen man looks to build on 2021 podium finish in Welsh event

By Luke Barry

Osian Pryce is confident that he can “get the job done” on Saturday’s Nicky Grist Stages as the British Rally Championship returns.

Keith Cronin leads the standings after two rounds, returning to the top step of the podium for the first in five years on the Jim Clark Rally. Pryce was controversially excluded from that event due to breaching event

regulations when he completed some of SS2 with a punctured tyre. But last year’s BRC runner-up has put that behind him and is ready to go again.

“I’ve kind of switched off a little bit from rallying after the Jim Clark,” Pryce told MN. “Everybody wants to know what’s happened and it just gets a bit repetitive, people asking the same questions, I’ve just switched off to that and put all my focus into this and it’s come round quick.

“I’ve been looking back to last year,

where we were in terms of pace, and considering where we were at with the car we actually did really well [finishing third]. We made a lot of progress in the car later in the year which really improved it and altered it to my liking. With that in mind there’s no reason why the job can’t be done but Keith is in good form so it’s not going to be easy.”

VW Polo R5 drivers Cronin and Pryce are the obvious victory contenders but James Williams and

Ruairi Bell have both shown prodigious pace so far this year.

“I think the young fellas like Ruairi and James, they’ll be there or thereabouts,” Pryce said. “Generally on these one-day events, it’s close anyway. If you drive at 95% you can still get on the podium and not do anything stupid, but if you want to fight for that win you’ve got to put your head on the block and make sure everything goes to plan for you on the day.”

BRC GOES BACK TO GRAVEL ON NICKY GRIST

The British Rally Championship, the BTRDA Rally Series and the Welsh Forest Rally Championship will all come together on Saturday’s Nicky Grist Stages.

The Builth Wells-based event will feature one of the best gravel rally entries of the year as a capacity field of 160 cars tackle stages in the Epynt region. After running behind closed doors a year ago due to Covid, Saturday’s rally once again be open to spectators.

Run over 44 stage miles, the event is round three of the

BRC and the first of four gravel rallies in the schedule. Keith Cronin leads the standings after the opening two asphalt events.

The Welsh event is round five of the BTRDA season and it is Perry Gardener who leads the points from Richard Hill. However, Elliot Payne has won the last two events as he battles back into contention after failing to finish the season-opening Malcolm Wilson Rally. Matthew Hirst heads the Welsh Championship after a hat-trick of wins.



Perry Gardener heads points table



Ulster runners face an epic challenge

ULSTER REVERTS TO TWO DAYS

The Ulster Rally’s clerk of the course has said that switching the August 19-20 rally back to a two-day format will help to differentiate it from other rallies in Northern Ireland.

Organisers trimmed the rally back to a single leg in 2019 after listening to the views of competitors and retained that format in 2021 for the final round of the British Rally Championship.

Traditionally, though, the Northern Ireland Motor Club showpiece has always started on a Friday afternoon and concluded the following day – a format that is returning for next month’s rally.

“Going down to a one-day event proved popular with crews, that’s what they told us they wanted and it was successful but the team running this year’s Ulster Rally much prefer the idea of a two-day event,” explained Philip Murray. “It was

always the intention to revert back to a two-day rally.

“The feeling is that a two-day event helps to differentiate it from other events in the Northern Ireland Rally Championship, all of which are good, and generally offer competitors something different. The Irish Tarmac Championship was keen for the Ulster Rally go back to two days,” Murray added. Two stages covering 27 miles make up the Friday leg, with the second loop being tackled in darkness. On Saturday, there will be two loops of three stages, totalling 67 miles.

“The Saturday stages are ones that last featured on the route of an Ulster Rally 15 years ago. They’re a good mix of fast roads and sections that are tight, twisty and a lot more demanding,” said Murray.

PRITCHARD WARMS UP ON GRAVEL FOR BRC CAMPAIGN

British Rally Championship contender Jason Pritchard says that the recent Sweet Lamb Trial has set him up for a return to four-wheel-drive rallying on gravel.

Pritchard and co-driver Phil Clarke did the event in their VW Polo R5 ahead of Saturday’s Nicky Grist Stages, the first gravel rally on this year’s BRC schedule.

“It was literally to get seat time on gravel as I hadn’t been on gravel in a four-wheel drive since the Tempest Rally in 2012,” said Pritchard after winning the event by a comfortable margin. “I didn’t

look at the times, it was just about mileage. I got a few miles under my belt and I was happy. The car was faultless and we didn’t put a mark on it.”

It was Pritchard’s first gravel rally since last November’s Roger Albert Clark Rally, when his Ford Escort Mk2 rolled out while leading.

“I was just trying to get a feeling for the car and get some confidence back ready for the Grist. Unfortunately it will probably be totally different weather to what we had a Sweet Lamb,” he added of the wet and muddy time trial.



Pritchard has undertaken gravel miles ahead of Nicky Grist

PENDRAGON STAGES CALLED OFF AFTER ARMY WITHDRAWS LICENCE FOR THE VENUE

The Pendragon Stages planned for the Warcop military ranges on Sunday August 28 has been cancelled.

The popular north-west asphalt

rally has been called off after the army withdrew the licence for use of the venue by the rally for operational reasons. The event was due to be a round of the Scottish Tarmac,

North of England Tarmacadam and Northern Historic Asphalt Rally Championships. It was planned to be one of only two English events in the Scottish championship.

Miles Whitelock, the clerk of the course for the Kirkby Lonsdale and Eden Vallery Motor Clubs, confirmed the unfortunate news.

RALLY NEWS

Photos: Martin Walsh, Ben Lawrence, William Neill



Moffett is nearing the Irish silverware

RIVALS PREDICT IRISH TARMAC CROWN TRIUMPH FOR MOFFETT

Battlers resigned to the fact that Hyundai man has one hand on trophy

By Jason Craig

Josh Moffett's Irish Tarmac Rally Championship rivals are fearful that the Monaghan driver is now out of reach in the race to become 2022 champion.

Victory in Donegal for Moffett – after Callum Devine crashed on the final morning – was his third of the season, and on the other two rounds the Hyundai i20 R5 pilot was second.

Devine has made finishing the championship on a high the priority

after a costly mistake in Donegal dealt a fresh blow to his hopes of challenging for the title.

Devine began the final leg of the event 17.7 seconds in the lead but a head-on collision with a bale chicane on the days first stage at Gartan burst the radiator on his Volkswagen Polo GTI R5 and forced retirement.

Had Devine stayed ahead it would have been successive wins in the championship following his success in Killarney and put more pressure on points leader Moffett with only July's Cork 20 and August's Ulster

rallies to run.

However, points are up for grabs on both days in Ulster meaning Devine and Alastair Fisher still have a mathematical chance of the title.

Devine said: "We will go to Cork and see how that goes and after that we will see about the Ulster.

"Things are not looking very good for the championship at the moment. As it stands, I think it is out of reach. Josh is in a very strong position when dropped scores are taken into consideration. I believe our pace has been strong all year, both in the Fiesta

and then when we made the switch to the Polo. We led rallies in both cars, so that is very encouraging and we want to keep that going."

Fisher, who was second in Donegal before a puncture and loss of brakes dropped him to third, told Motorsport News: "We needed to win there to be honest, it would've kept the championship going. But fair play to Josh and Andy [Hayes, co-driver] they had a good rally, you have to be there at the finish and Josh won it. I think it would've been nip and tuck but that's the way it goes."

WEAVER PLANNING TOWARDS 2023 ROGER ALBERT CLARK

After finishing first on the Roger Albert Clark Open Rally in 2021, Neil Weaver is already planning a return on the event when it next runs in 2023.

In readiness for next year's event, he has started making some alterations to his Opel Corsa kit car. Following the 2021 event, he has beefed up the driveshafts, rear stub axle, engine and gearbox and plans to use the car on selected events this year in order to ensure its ready for the challenging event next year.

His first event in the revamped car was the Kielder Forest Rally, and at the service halt after the first three stages, everything was going well. "We're having a hoot," said Weaver. "The stages are sound, and the car is working well," as he and co-driver Jack Morton found that the event was a good test for crew and car.

Things continued in a similar vein in the afternoon, with no problems. "It's all been good, the car's behaved and we've had a good day," said the Ludlow driver. The pair were fastest in their class on five of the six stages, winning the class by just under two minutes and finishing 15th overall.

Further outings are planned, with consideration being given to competing on some Scottish rallies to gain more experience in the area as they didn't get to do those stages in 2021.



Weaver has an R.A.C. outing planned

LOUGHGALL RALLY SPRINT: COUNTY ARMAGH BY WILLIAM NEILL

JULY 2

Photos: William Neill



McLoughlin had more than half a minute in hand at the end

MCLAUGHLIN AND NEILL SURVIVE STAGE-FOUR SCARE

Despite a stage-four overshoot Ford Fiesta R5 crew Aaron McLaughlin and William Neill beat five-time Loughgall winner Damian Toner by 38 seconds to claim the spoils last Saturday.

Toner and Denver Rafferty were fastest on the 3.3-mile opener by 1.9s before McLaughlin matched the Ford Escort Mk2 on the repeat.

With a third pass of Manor the eventual winner found 11.7s to increase the lead to almost 10s heading into the second-half. Toner reported problems with a loose petrol cap before clawing 2.5s back with a stage-four win on the Drumilly test.

Donegal's McLaughlin was faultless on the final two stages to increase the lead by another 30 seconds and bag a rally win for

the first time outside the former army barracks Shackleton venue.

Third all day Martin Toner, 18.1s back from brother Damian at the finish, sported bodywork damage on a BMW 1M. The result though was a jump up from 14th last year with Kyle Diffin back on the notes.

Draperstown's John Bradley had a steady run in fourth but never far from third, the gap was 5.7s at the end.

Shane Murray was getting to grips with a Ford Fiesta R5, 10th fastest on SS1 the pace increased each stage to move to fifth ahead of John Devlin's Escort Mk2.

Irish Tarmac champions Sam and Josh Moffett were in Loughgall for the first time in 15 years, opting for a Toyota Starlet to battle with Jason Black in a similar car.

Black didn't complete SS1 though with a broken steering rack the cause.

Results
Organiser: North Armagh Motor Club Ltd **When:** July 2 **Where:** Loughgall, County Armagh **Starters:** 56 **Stages:** six
1 Aaron McLaughlin/William Neill (Ford Fiesta R5) 25m03s; 2 Damian Toner/Denver Rafferty (Ford Escort Mk2) +38s; 3 Martin Toner/Kyle Diffin (BMW 1M); 4 John Bradley/Declan Campbell (Escort Mk2); 5 Shane Murray/Gary Hade (Fiesta R5); 6 John Devlin/John McCarthy (Escort Mk2); 7 Sam Moffett/Josh Moffett (Toyota Starlet); 8 Matthew McGaffin/Mo Downey (Escort Mk2); 9 Alastair Cochrane/Jonathan Charleson (Escort Mk2); 10 Conor Wilson/Sean Marsh (Hyundai i20). **Class winners** Raymond Nelson/Dale Singleton (Escort Mk1); Paul Murdoch/Chris McCulloch (Escort Mk2); Lee McLaughlin/Aaron McCarron (Honda Civic); Ryan McArdle/Gary Murphy (Escort Mk2); Bradley/Campbell; Toner/Rafferty; Cecil Minford/Ashley Boulton (Subaru Impreza); Murray/Hade; McLaughlin/Neill.



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SPORTING SCENE NEWS

SPANISH SHOW DOWN FOR REVAMPED WORLD RALLYCROSS

The final round of the World Rallycross Championship this season is set to be held at the Barcelona Formula 1 venue in Spain on the final weekend in October, the FIA World Motor Sport Council has revealed.

As World RX switches to all-electric cars for 2022, the series had been set to get underway Swedish event in Holjes last weekend but, due to a delay in component delivery, the start round had already been pushed back to the Nurburgring in Germany later this month.

To maintain the total number of World RX events at six, the Barcelona weekend has been added as a single-header finale, while the Latvian, Portuguese and Belgian events will continue to be held as double-headers.

CALENDAR		
World Rallycross 2022		
	VENUE	DATE
1	Nurburgring, Germany	July 30-31
2	Hell, Norway	Aug13-14
3	Riga, Latvia	Sept 3-4
4	Montalegre, Portugal	Sept17-18
5	Spa, Belgium	Oct 8-9
6	Barcelona, Spain	Oct 29-30

BENNETT STEPS DOWN FROM EXTREME E COMMITMENTS FOR SARDINIA ROUND
British driver prefers to focus on Nitro Rallycross bid instead of off-road series

By Hal Ridge

British driver Oliver Bennett will sit out the second and third rounds of the Extreme E series in Sardinia this week to focus on his Nitro Rallycross Championship efforts.

Double DTM champion Timo Scheider takes his place in the Xite Energy Racing team. The Extreme E series will hold a double-header event in Sardinia, the Island X Prix, with Scheider, the series’ test and championship driver, joining Tamara Molinaro in the Xite squad. Molinaro has partnered Bennett for the opening round of the season in Saudi Arabia.

“It is a special moment to be joining the series as a race driver alongside Tamara,” said Scheider, who also has World Rallycross Championship podium finishes to his credit.

“I was supposed to be doing the course test with the usual ‘test’ car as a championship driver when I got to Italy, but now I will be travelling to Sardinia as a race driver with Xite Energy Racing.

“That is a great feeling. I am super-pumped to get out there and show what we are capable of – Tamara and I fit quite well together in terms of performance and I think we will put on a good show in Sardinia.”

The championship driver role will be taken by Jamaican rallycross star Fraser McConnell for this weekend. There’s change too in Jenson Button’s JBXE team, with Norwegian rallycross driver Hedda Hosas partnering Kevin Hansen in the squad’s Odyssey 21 machine, replacing Molly Taylor who joined Hansen in the team for the opening round of the campaign.



Bennett will step down from the Xite drive in XE round in Sardinia

BRISCA F1: KING’S LYNN BY COLIN CASSERLEY

JULY 2

HARRISON CONTINUES HIS WINNING HABIT AT KING’S LYNN AS HE LOOKS AHEAD



Harrison dominated Norfolk

Ryan Harrison dominated the King’s Lynn meeting, the current British champion won both his qualifying heats before collecting the meeting final.

Harrison rounded out the night by finishing second in the Grand National by less than a car length despite starting the race with a one-lap handicap. It was Harrison’s third final win at King’s Lynn, and he has won five of the last seven meetings

held at the Norfolk track.

The winner said: “The car felt really good tonight, my crew did a great job setting it up and wining the British championship last week has given me an extra bit of confidence in my ability. I had to try to get past James Morris in the Grand National, I wasn’t going to settle for second, but he was just a bit too far ahead, I just needed one more lap.”

With the British title under his

belt Harrison’s next objective is the World title, although the National Shootout series is not on his radar this year.

“I am going to be racing my Sprint car in America a couple more times this year and that means I will be missing some of the shootout rounds at the end of the year,” he added. “Racing over there does help to some degree, but it is not the be-all and end-all. Obviously, it is a lot

faster over there so coming back here things are a lot slower and it helps seeing what other drivers are doing. The set-up on the cars is a lot different so we can’t use much of what we learn there on the cars here. I would like to win the World, but that is a one race deal, and anything can happen”.

Sheldon Wadsworth led the early laps before Harrison took control at the halfway point, he was followed across the line in

the final by Craig Finnikin and Paul Hines. Wadsworth won the first heat: it was his maiden win in BriSCAF1 and Morris bookended Harrison hat-trick of win by winning the Grand National.

Results
Organisers Trackstar, BriSCA F1 **When:** July 2 **Where:** King’s Lynn **Starters:** 32
1 Ryan Harrison; 2 Craig Finnikin; 3 Paul Hines; 4 Mark Sargent; 5 Sam Makim; 6 Charlie Swarder; 7 Mark Woodhull; 8 Finn Sargent; 9 Chris Brocksopp; 10 Callum Gill

BRITISH HILLCLIMB CHAMPIONSHIP: HAREWOOD HILL BY PAUL LAWRENCE

JULY 3

Photo: Ben Lawrence

RYDER COMES OF AGE WITH HAREWOOD HILLCLIMB GLORY

Once again, the British hillclimb championship delivered a stunning day of competition at Harewood on Sunday as Wallace Menzies and rising star Matthew Ryder shared the runoff victories.

For the second visit to the Yorkshire Hill in two months, the BHC contenders really turned it on. The day finished in sensational style when Ryder stormed to victory in the second runoff and smashed the hill record with the day’s final shot.

After a couple of winless weekends, Menzies (Gould GR59) was back on top for the first runoff as he pared a tenth of a second from his own eight-week old hill record to scoop maximum

points. Alex Summers, points’ leader at the start of the day, never even got to the line as the DJ Firestorm’s fuel pump failed as he prepared to take his run. Instead, second went to Scott Moran (Gould GR59), who had to overcome a day long starter motor problem. He used the slope of the access road to bump start the Gould but then stalled on the line and needed a frantic push back up the hill for a second bump start to get his run done.

The ever-consistent Trevor Willis (OMS 28) was half a second away from Moran to bag third at the expense of Ryder. Local hero Richard Spedding topped the smaller-engined cars as he battled his

GWR Raptor into sixth.

For the second runoff, it was Ryder who qualified fastest so he ran last. Before that, Menzies, Willis and Summers, with the fuel pump replaced, posted solid banker runs in the early 47s bracket, but Moran lost some time with a lurid moment at Country Corner.

It all came down to the last run of the day and Ryder knew his target was the 47.27 seconds set by Menzies. The rising young star duly delivered in sensational style. He nailed the start, put all the sectors together and crossed the line in 46.39s to slice nearly four tenths of a second from the record that Menzies had set only an hour and a half earlier. It was a stunning

performance that drew immediate and widespread praise from his rivals as Ryder took his first top-12 runoff victory.

Spedding was again the best of the under 2-litre cars with sixth from Dave Uren (Gould GR55B) while Johnathen Varley capped a great weekend with more points in the two-litre GWR Predator.

Ryder was elated after scoring a result that puts him squarely into the hillclimbing elite. “I’ve never had a runoff win or a hill record. We’ve had a chance to really get into the car this weekend,” he said. “On the last run everything just came together and the car felt really good. I’m speechless to be honest.”



Matthew Ryder broke his British Hillclimb duck with a final win

Results
Round 17: 1 Wallace Menzies (3300cc Gould-Cosworth GR59M) 46.75s; 2 Scott Moran (4000cc Gould-Judd GR59J) 47.35s; 3 Trevor Willis (3200cc OMS 28-RT) 47.93s; 4 Matthew Ryder (4000cc Gould-Judd GR59JB) 48.18s; 5 Richard Spedding (1585cc GWR-Hayabusa Raptor 2) 48.80s; 6 David Uren (3500cc Gould-NME GR55B) 49.09s; 7 Johnathen Varley (2000cc GWR-TKD V8 Predator) 50.36s; 8 Lee Griffiths (1660cc OMS 25-Suzuki) 51.47s; 9 Graham Wynn (4000cc Gould-Judd GR59J) 51.52s; 10 Nicola Menzies (3500cc Gould-NME GR55B) 52.15s.
Round 18: 1 Ryder 46.39s; 2 Menzies 47.27s; 3 Willis 47.32s; 4 Alex Summers (2650cc GR55B) 49.09s; 7 Johnathen Varley (2000cc GWR-TKD V8 Predator) 50.36s; 8 Lee Griffiths (1660cc OMS 25-Suzuki) 51.47s; 9 Graham Wynn (4000cc Gould-Judd GR59J) 51.52s; 10 Nicola Menzies (3500cc Gould-NME GR55B) 52.15s.
Championship standings (after 18/30 rounds): 1 Menzies 164; 2 Summers 162; 3 Moran 155; 4 Ryder 113; 5 Willis 112; 6 Uren 90; etc.

HISTORICS

DOWN THE PUB

SHARLIE GODDARD

Morgan racer
Age: not given...
Lives: Royston, Hertfordshire



Goddard: racing fanatic

She's a Morgan racer

"I started racing about 20 years ago, in a car that I was lent, well it was my husband's and he sort of slightly lent it to me. I started in that one and then there was a 3.5-litre Morgan Plus 8. I raced that quite a lot in the first year and did quite well to learn my craft, and then moved on up to a four-litre V8 engine. That was a lot more fun and called 'Sweet Pea' and I did really well in that and came second twice the Morgan championship, which was brilliant."

She has other cars

"I have just bought a 1958 Super Sport Morgan, which at the moment has its engine out. So that's going back in and I'll be racing that in Italy in October in the Modena Cento Ore, which goes to circuits like Mugello. I decided that I really wanted to try some other type of cars, because I've been racing Morgans for ages and so I got a Sunbeam Rapier. Ideally, I'd like to get on to something a bit quicker. But I'm absolutely loving racing the Sunbeam Rapier. I think I'm almost 30 seconds a lap slower in this car than the Morgan at Thruxton. But it's still a lot of fun; it's hilarious."

Life is busy

"I'm now officially sort of retired. I actually run a recruitment agency, but that runs itself really. We did the Cresta Run in the winter in St Moritz; that's another one of my favourites. I have three children and they're all over 21. One got married last year. No grandchildren yet but I'd like them to do a bit of travelling and stuff first and then settle down."

Her husband has raced

"My husband Phillip is not too well at the moment so this is my meditation. The quietest time ever is in the race car because I can't think about anything else. I just focus on driving and that's fabulous. He has raced and won a championship."

She works with the BWRDC

"I've done a lot with the British Women Racing Drivers' Club and encouraging women into motorsport. It's great to be able to offer young girls coming up a little bit of support at a race track. This is the 60th year of the BWRDC."

HUGELY SUCCESSFUL CHEVRON MAKES CIRCUIT RACING RETURN

Chris Merrick goes back on track with Formula 2 machine

Photos: Paull and Ben Lawrence

By Paul Lawrence

The Chevron B17C that dominated UK Formula Libre racing in 1970 with Steve Thompson is back racing.

Although the works B17C Formula 2 car enjoyed little success with the late Reine Wisell, the only other example (chassis two) was bought by Thompson and won the BOC Formula Libre title in 1970 with an FVC engine. It was an F2 version of the more successful B17 Formula 3 car.

Former hillclimber Chris Merrick bought the car earlier this year from Australian Marty Bullock and made his race debut in it recently at Donington Park in the Aurora Trophy despite some overheating issues.

"It's one of only two 17Cs that were built for in 1970," said



Merrick has Chevron on track

Merrick. "Chassis one was raced in Formula 2 by Reine Wisell, and this is chassis two, which Steve Thompson had in the UK mainly for Formula Libre racing. It's been in regular use pretty much ever since and spent some time hillclimbing in the Channel Islands." The B17C

spent around a decade with several owners in Guernsey and was also owned by Alex Seldon (twice) and Richard Budge.

Bullock bought it about 15 years ago and took it to Australia for a while before it came back to the UK to be raced in Europe.

Merrick previously raced in

Formula Junior and most recently fielded a Lotus Elan in Historic Road Sports. "I'm just going to enjoy driving this lovely piece of history," said Merrick who hopes to take in some European F2 races and will also continue to race the Elan.

BRM TO RAISE THE RAFTERS AT SHELSELY WALSH TRIBUTE



BRMs will be on the Shelsley Walsh hill in a special tribute

Shelsley Walsh will echo to the unmistakable noise of a V16 BRM engine as BRM is a central theme for Classic Nostalgia on July 16-17.

The hillclimb will celebrate the 60th anniversary of BRM's victory in the 1962 World Championship and around 20 BRMs and BRM-engined cars will be on hand.

Demonstration runs by eight BRMs will include the first of the newly-built continuation P15s. The 1.5-litre V16-engined car is

an exacting replica of the 1950 grand prix car.

Due at the Worcestershire venue will be the National Motor Museum's original P15 V16 Mark I, plus the Rover-BRM gas-turbine car that competed at Le Mans in 1963 and 1965 and a mighty ex-Pedro Rodriguez Can-Am P154.

The ex-Graham Hill P48 later hillclimbed by Tony Marsh will also be there. In August 1961, Marsh drove chassis number 48/4 to a new Shelsley record of 34.41s.

NOVICE TURNS HEADS WITH GUARDS OUTING

Racing novice Dan Balfour had his first-ever race when he drove a Chevron B8 in the Guards Trophy at Donington Park last month and finished a very impressive fifth overall.

Balfour, from Kelso in the Scottish Borders, has done track days and decided it was time to go racing. Gareth Burnett suggested the B8 would be the best car to start in

and Balfour acquired chassis 38, the ex-David Good hillclimb car more recently raced by Nick Fleming and Paul Ugo.

"I had one and a half test days," said Balfour before his Donington debut in the rain. "I just need to get some signatures and build up," said the 36-year-old who works in the farming industry.



Balfour was an instant pacemaker on Guards debut

IN BRIEF

Clarke's debut

Co-driving newcomer Emma Clarke had her first experience of reading notes and competing on gravel when she partnered Gary Smith on the recent Sweet Lamb Rally Time Trial. They finished 17th overall and fourth historic in Smith's Ford Escort Mk1. It was also the first time that Clarke had competed on the same stage rally as her father Phil, who won the event overall alongside Jason Pritchard in their VW Polo R5.

Hore makes return

Former Historic Touring Car racer Peter Hore has returned to racing this year in a Porsche 924 in 70s Road Sports. Hore last raced his Lotus Cortina in 2017 and had thought he was retired. "But I just felt I wanted to do it again," said Hore. "So I got the 924 from Will Morton. I hope it will be reliable and perhaps a little easier to run than the Cortina."

Wyman is back

Former Clubmans racer Keith Wyman ended more than a decade away from racing by running his Ford Mustang in Historic Road Sports at Donington Park last month. "We blew the engine in 2010 and it took ages to find a good engine builder," said Wyman. "We got back out at the Silverstone Classic last year, and the brakes failed in qualifying so we didn't start. Donington was my first race for 12 years," he said after finishing 10th overall.

Jones in action

Rally preparation ace Geoff Jones had a rare competitive outing to win the historic class on the recent Sweet Lamb Rally Time Trial. Jones drove his Pinto-powered Ford Escort Mk2 with seasoned co-driver Steve Pugh alongside and finished two seconds outside the overall top 10 and only three seconds up on Tim Freeman (Ford Escort Mk2 BDG) in the historic class.

Allen tribute

Ray Allen, the first person to win a Formula Ford race, will be remembered during the Historic Sports Car Club's meeting at Brands Hatch on July 9-10. The trophy awarded to Allen when he won the very first Formula Ford race at Brands Hatch in 1967 will be presented to the aggregate winner of the Historic Formula Ford races at the Legends of Brands Superprix meeting.

Historic battles

The BTRDA Historic Cup continues on Saturday's Nicky Grist Stages with Grant Inglis (Ford Escort Mk2) looking to extend his advantage over the absent Ernie Lee (BMW 325). However, during the summer break in the BHRC schedule, a gaggle of rapid historic drivers have entered the event including Nick Elliott, Robert Gough, Ben Friend, Owen McMackin and Simon Webster.

RALLY REPORTS

Photos: Chicane Media

MCRAE STAGES: KNOCKHILL BY JOHN FIFE

JULY 2-3



Title winner Garry Pearson was on form



Legend Gwynndaf Evans was class winner

PEARSON TAKES TENSE COLIN McRAE TRIBUTE EVENT GLORY AT KNOCKHILL

Garry Pearson and Ross Kirk's victory at Knockhill looked pretty convincing with a 25s margin over Andy Scott and Laura Connell, but the reigning Scottish and BTRDA champion was never able to relax as Scott was rarely more than four or five seconds slower on each of the 10 stages.

It was hard to decide whether this was a rally with added attractions or a motorsporting festival with a rally included, but when the starter's flag dropped, there was no doubt this was indeed a competition. Scott couldn't relax either as Joe Cunningham and Josh Beer finished only 3s behind in third place after 40 miles of stages.

This event was originally planned to be held in 2020 to mark the 25th anniversary of Colin McRae and Derek Ringer's World rally title victory, but it was delayed by two years due to the Covid pandemic. Over that time, the theme was expanded to encompass the McRae family's achievements and other champions with Gwynndaf Evans participating and Elfyn dropping in with a whole cast of other champions taking part or being interviewed on the specially constructed 'Ouninpohja' stage

in the Knockhill paddock. The 10 special stages were spread over two days and interspersed with various parades and demonstrations while the rally itself also accommodated the 14-17-year-old Junior 1000 rally drivers from north and south of the border to provide the ideal opportunity to showcase this introductory rally series to the thousands of parents and families who thronged the circuit over two days.

Sitting beside Pearson in the Ford Fiesta Rally2 was long time friend and supporter, Ross Kirk. It was his first-ever rally, but he was there to work, not to make up numbers. Pearson put on an exemplary display of skill and attack finishing the opening stage 3s clear of Scott in the Hyundai i20 R5 and Cunningham's Fiesta, those three crews going at it hammer and tongs all weekend.

However that first stage was stopped halfway through when John Paterson's Ford Escort Mk2 thumped a chicane, reared up on two wheels, rolled over and slid 100 yards down the track on its roof. It was a spectacular crash although both Paterson and first-time co-driver Allister McMillan climbed out OK. It was perhaps worthy of note that Paterson is a

member of Coltness Car Club, and one can only imagine that someone in the heavens high above Knockhill was looking down and feeling quite pleased that his car club's heritage was being perpetuated in such spectacular style.

Reunited with a car with which he was very familiar, Alister McRae was in a Hyundai Accent WRC with Ian Grindrod. McRae was going well in the machine up against the current-spec Rally2 cars holding station just outside the top three until he lost boost with an EGR clamp breakage and later the coil pack failed retiring the car on the last stage. Mark McCulloch and Michael Hendry also lost out on a top-six placing with a burst power steering pipe in their Proton Evo.

A late spurt by Finlay Retson and Rhys Stoneman on their first run out in a Fiesta Rally2 helped them secure fourth place on an event on which they got quicker and quicker as they became more familiar with the car. That meant Gordon Morrison and Hannah McKillop lost out and they dropped to fifth in the Fiesta R5 having set a potential top three pace early on in the wet and blustery conditions on Saturday.

Ian Forgan and Chris Lees completed the top six in a

borrowed Fiesta Rally2 from David Henderson. This was their first outing since Forgan's horrific crash on the Snowman but their somewhat cautious comeback was still just quick enough to hold off a charging young Max McRae and Macartan Kierans by one second in the youngster's first run out in a Fiesta R2.

Jonny Milner finished eighth in a Toyota Corolla WRC owned by Colin Duncan McMath who was sitting in as co-driver for the weekend although McMath had cause to wince quite hard when the Toyota left the track at one point and headed for a gap between two earthmover tyre markers. Unfortunately the gap was not quite Toyota sized and much tank tape was called upon for repairs.

John Marshall and Craig Wallace were ninth in their Ford Fiesta Rally2 and might well have done better had they not been playing to the crowds with John Wink and Neil Shanks rounding off the top 10 in their Hyundai i20 R5.

At the finish, Pearson was full of praise for the weekend and the rally: "As far as single-venue events go, this is as good as it gets. It's been a brilliant weekend – it's also been my first event win on Hankook Tyres."

RESULTS

McRae Stages When: July 2-3

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Garry Pearson/Ross Kirk	Ford Fiesta Rally2	45m23s
2	Andy Scott/Laura Connell	Hyundai i20 R5	+25s
3	Joe Cunningham/Josh Beer	Ford Fiesta	+28s
4	Finlay Retson/Rhys Stoneman	Ford Fiesta Rally2	+35s
5	Gordon Morrison/Hannah McKillop	Ford Fiesta R5	+44s
6	Ian Forgan/Chris Lees	Ford Fiesta Rally2	+45s
7	Max McRae/Macartan Kierans	Ford Fiesta Rally2	+46s
8	Jonny Milner/Colin Duncan McMath	Toyota Corolla WRC	+1m36s
9	John Marshall/Craig Wallace	Ford Fiesta Rally2	+1m54s
10	John Wink/Neil Shanks	Hyundai i20 R5	+2m09s

Class winners: Gwynndaf Evans/Phil Mills (Ford Escort RS1800); Des Campbell/Craig Forsyth (Peugeot 206); Oliver Benton/Steve Benton (Ford Escort Mk2); Gavin Edwards/Caron Tomlinson (Ford Escort); Pearson/Kirk. Junior 1000: 1 Sam Pattison/Paula Swinscoe (Skoda Citigo) 56m00s; 2 Kalum Graffin/Richard Morton Crozier (Skoda Citigo) +29s; 3 Jack Ryan/Robin Nicolson (VW Up!); 4 Fergus Chalmers/Andrew Falconer (Toyota Yaris); 5 David Burden/Peter Williams (Citroen C1); 6 Oliver Phillips/Emma Morrison (VW Up!).



Max McRae upheld family honour with seventh spot

CLASSES



Chris Hoy had a real eye-opener

Hoy feels the pressure among class acts

A somewhat contrite Sir Chris Hoy was accused of having biceps as big as his thighs after he snapped the gear lever on his Mitsubishi Lancer E9 twice, before whispering: "I broke it three times and finished the last stage with a stump!"

His first stage rally has given him a taste for more as he progressed well during the day setting times just outside the top 10 – when he had a working gear lever.

In a hotly contested historic class, Gwynndaf Evans was the

victor in his Mk2 ahead of Wayne Sisson's Mitsubishi Galant. In third place was the third part of the three-generation McRae entry, Jimmy McRae in another Mk2. Steve Bannister lost out with a broken distributor while

Kenny Moore needed an axle change on Saturday afternoon in his Avenger.

Sam Pattison and Paula Swinscoe won the Junior 1000 event by nearly half a minute from Kalum Graffin with co-driver Richard Crozier

on handbrake duty as the youngster's left hand was still not healed from his recent crash. Jack Ryan was third while the tie decider had to be applied to separate Fergus Chalmers and David Burden in joint fourth place.

RALLY REPORTS

Photos: Ben Lawrence

COTSWOLD HISTORIC: HRCR BY PAUL LAWRENCE

JULY 2

POWLEY PIPS WILLAN IN TENSE FINALE ON THE COTSWOLD CHALLENGE

Leigh Powley and Brian Goff scored a cliff-hanging victory on the Cotswold Historic Rally on Saturday, round six of the Motorsport News HRCR Clubmans Rally Championship.

A fine field of 70 cars set out from Cirencester for regularity sections and special tests in South Gloucestershire and North Wiltshire on a day when several sessions of heavy rain added to the challenge.

At the heart of the event were four tests on the loose gravel of Charlton Park and four tests on the concrete and asphalt of Kemble airfield. But it was the final regularity section that threatened to turn the results on their head.

Powley was as spectacular as ever on the tests in his Toyota Corolla and that pace added to a fine run through the regularities left them just three seconds ahead of the Volvo PV544 of Dan Willan and Niall Frost at the finish. “Brilliant,” said Powley. “The tests were superb. But the last regularity section was seriously challenging.”

The final regularity section around Tetbury was a plot-and-bash section and many crews found it difficult, with a number

making significant errors and losing time accordingly. However, it was Willan and Frost who did best on the final section, dropping just 10s to Powley’s 14, while everyone else dropped at least half minute.

The fact that Willan was there at all was remarkable as on the penultimate test the venerable Volvo sheared a panhard rod mount and the back end of the car had to be ratchet strapped together to get it to the finish. Despite some wayward handling that cost him nearly half a minute on the final special test, Willan’s performance in the last regularity took him right back into contention and just 3s off another victory at the finish.

“Are we lucky?” questioned Willan at the finish. “Steve Head lent us a ratchet strap and that got us going again. But we had to do the last test and the final regularity very slowly.” However, their steady approach to the last regularity section reaped massive dividends.

Into third overall came Paul Crosby and Ali Proctor in their Porsche 911. After a typically strong all-round performance by Crosby and Proctor, the 40s dropped on the final regularity

cost them the chance of another victory.

Steve Head and Graham Raeburn pedalled their Ford Escort Mk2 in style to take fourth with a minute in hand over Harvey Steele and Martin Pitt, who hurled the big Volvo around the tests to finish fifth.

James Griffiths and James Howell drove a fine rally in their Mini 1275GT to round out the top six and finish just 1s up on father and daughter, Darell and Nicky Staniforth in the battle of the Minis.

Results

Cotswold Historic Rally Organisers: Tavern Motor Club When: July 2 Where: Cirencester Championship: Motorsport News HRCR Clubmans Starters: 67 1 Leigh Powley/Brian Goff (Toyota Corolla) 28m46s; 2 Dan Willan/Niall Frost (Volvo PV544) +3s; 3 Paul Crosby/Ali Proctor (Porsche 911) +27s; 4 Steve Head/Graham Raeburn (Ford Escort Mk2) +1m02s; 5 Harvey Steele/Martin Pitt (Volvo 144) +2m12s; 6 James Griffiths/James Howell (Austin Mini 1275GT) +2m15s; 7 Darell Staniforth/Nicky Staniforth (Mini Cooper S) +2m16s; 8 Ian Crammond/Matthew Vokes (Mercedes 280SL) +2m53s; 9 Jason Stone/Dan Stone (Ford Escort Mk2) +3m00s; 10 Simon Harris/Eddie Clough (VW Golf GTi) +3m06s. Class winners: Paul Heaney/Sandra Heaney (Lancia Fulvia); Chris Elkins/Ed Rutherford (Mini Cooper S); Alex Beavan/José Pena Guerra (Volvo Amazon); Alistair Leckie/Matt Outhwaite (Saab 900); Simon Malins/Suzanne Barker (Hillman Hunter); Stone/Stone; Willan/Frost; Powley/Goff.



Powley and Goff held their nerve



Serial winners Willan and Frost were edged out after overcoming problems

GREYSTOKE STAGES: CUMBRIA BY PHIL JAMES

JULY 3



Newby was unstoppable on the Cumbrian challenge

NEW BY AND EDWARDS ARE GREYSTOKE LORDS

Arron Newby and Jamie Edwards took a clean sweep of fastest stage times to bring their Skoda Fabia R5 to victory in Greystoke, 50 seconds clear of the Ford Focus WRC of Michael O’Brien and Giles Dykes.

The 3s deficit at the end of stage one would be the closest O’Brien got to the Skoda throughout the day as Newby mastered the morning’s slippery conditions. By the end of stage four Newby had accrued a 34s advantage and with the tracks drying and some fresh tyres he added to that in the afternoon stages.

Behind the two leaders a close contest was developing between a pair of Subaru Imprezas for the

final podium position. Gary Tomlinson and Mark Fisher held the upper hand initially but by the end of stage three their time was matched by John McIlwraith and Heather Grisedale.

The private contest ended on the following test when Tomlinson’s example developed an electrical glitch that played havoc with the car’s engine temperature and forced their retirement. For his part McIlwraith had a late scare finishing the rally without any brakes.

Despite competing in unfamiliar territory Mitsubishi Lancer E9 pairing Steven Ormond-Smith and Simon Jones grabbed fourth place at the expense of Mike Wolff

and Mark Twiname’s BMW M3. Darren Martin and Daniel Hurst survived an altercation with a chicane bale on SS3 to bring their Lancer E9 home sixth while a similar incident on SS5 didn’t stop Barry Lindsay and Caroline Lodge finishing seventh in their Peugeot 206.

Ian Holt’s only previous experience of Greystoke came as a course car driver on the Malcolm Wilson Rally but with guidance from co-driver Tom Woodburn he had an incident-free run to bring his Ford Escort Mk2 home eighth overall.

Martin Craik and novice co-driver June Wallace finished ninth in their Impreza as Dave

Lewis and Brian Stubbs completed the top 10 in their Escort Mk2.

Results Organisers: West Cumbria Motorsport Club & Eden Valley Motor Club. When: July 3. Where: Greystoke Forest, Nr Penrith. Championships: NHRC; ANWCC; ANECCC; ANCC; MINI Cooper Challenge. Stages: 6. Starters: 42.

1 Arron Newby/Jamie Edwards (Skoda Fabia R5) 37m23s; 2 Michael O’Brien/Giles Dykes (Ford Focus WRC) +50s; 3 John McIlwraith/Heather Grisedale (Subaru Impreza); 4 Steven Ormond-Smith/Simon Jones (Mitsubishi Lancer E9); 5 Mike Wolff/Mark Twiname (BMW M3); 6 Darren Martin/Daniel Hurst (Mitsubishi Lancer E9); 7 Barry Lindsay/Caroline Lodge (Peugeot 206); 8 Ian Holt/Tom Woodburn (Ford Escort Mk2); 9 Martin Craik/June Wallace (Impreza); 10 Dave Lewis/Brian Stubbs (Escort Mk2). Class winners: Aiden Gregory/Emma Cooper (Ford Fiesta); Lindsay/Lodge; Holt/Woodburn; Wolff/Twiname; Ormond-Smith/Jones.

BRAWDY STAGES: HAVERFORDWEST BY IAN HARDEN

JULY 3

THE FOWDENS GO TOP ON THE BOB SHAW MEMORIAL STAGES SHOWDOWN

Paul and Mathias Fowden put their knowledge of Brawdy airfield’s fast, open stages to good use to score a 46-second win over the Darrian T90 GTR Gareth Edwards and Dafydd Evans.

The winning Subaru Impreza was embroiled in an early lead battle with Gethin Davies/Ben Ruff (2-litre T90 GTR). However,

Davies retired on SS3 with mechanical problems and a small fire, leaving Fowden scrapping with Edwards’s 2.5-litre machine, both pursued by Damian Cole/Ian Davis (Skoda Fabia R5). The result was decided on SS3 when Fowden went 20s faster than anyone else and then set two further fastest times to seal victory.

Runner-up Edwards was unfazed by his first visit to Brawdy and his Darrian ran faultlessly as he set fastest time on SS2 and SS4, winning Class 7.

Third-placed Cole began steadily and remained consistent all day, moving into third on SS3 and fending off fourth-placed Nigel Gibbard/Claire Williams (T90

GTR) by 21s.

Gibbard held Barry Jones/Debbie Evans (Ford Escort) at bay for second in Class 7.

Finishing 41st, Ryan Taylor and Lucy Wilding (Austin Mini) won the latest round of the HRCR Mini Cup, beating Clive King/Anton Bird (Cooper S) by 1m11s, with Harvey Stevens/Andrew Selly

third, 10s behind.

Results

Organisers: Pembrokeshire Motor Club. When: July 3. Where: Brawdy airfield, Pembrokeshire. Championships: HRCR Stage Masters Rally Challenge, HRCR Mini Sport Cup, ASWMC Stage Rally, Pembrokeshire MC. Starters: 85. Stages: six. Results: 1 Paul Fowden/Mathias Fowden (Subaru Impreza S11) 1h1m30s; 2 Gareth Edwards/Dafydd Evans (Darrian T90 GTR) +46s; 3 Damian Cole/Ian Davis (Skoda Fabia R5); 4 Nigel Gibbard/Claire Williams (T90 GTR); 5 Barry Jones/Debbie Evans

(Ford Escort Mk2); 6 Thomas Cooper/Paul Williams (Mitsubishi Lancer E9); 7 Dai Dot Davies/Gervyn Williams (Darrian GTR); 8 Martin Davies/Jason Davies (Escort Mk2); 9 Tony Davies/Jason Suggden (Darrian T9); 10 Malcolm Tar Jones/Wayne Jones (Peugeot 207). Class winners: Leighton Scott/Karen Phelps (Vauxhall Corsa); Tar Jones/Jones; Martin Davies/Jason Davies; Cole/Davis; Mathew Davies/Mark Crisp (Escort Mk2); Martin Curzon/Daniel Jones (Escort Mk2); Edwards/ Evans; Ryan Taylor/Lucy Wilding (Austin Mini); Endaf Owens/Adam Jones (Escort Mk1); Chris Jones/Richard Evans (Vauxhall Chevette HSR).

MN POLL

Photos: mcklein-imagedatabase.com, Motorsport Images



The votes have been counted and we have found out which Toyota machine from the land of the Rising Sun has settled in your hearts. The Celica GT-Four rally car is the machine that brings the fondest memories.

The Celica rally machine that dominated World rallying in the early 1990s and delivered numerous titles to the firm has come out on top, ahead of the GT-One sportscar that won precisely nothing in comparison. It goes to show that picking a favourite is not always about the amount of silverware that is in the trophy cabinet. MN editor Matt James said: "There is a nice cross section of rallying, sportscar racing and saloon cars in our top five, which is evidence of just how all-encompassing the Japanese marque has been with its motorsport programmes. "It is also interesting to note that just missing out in sixth spot was the Toyota TS050, the first of the firm's hybrid sportscars. The future is coming..." ●For details of the new MN Poll for July, supported by Motul, see page 32.

CELICA WRC MACHINE TOPS THE POLL OF FAVOURITE SPORTING TOYOTA

Rally machine eclipses the sportscars on its way to top our opinion poll. By Matt James

RESULTS



1 Toyota Celica GT-Four

Result: 27.8%
Four out of five drivers' titles in the World Rally Championship and back-to-back manufacturers' crown have cemented the Toyota Celica in the minds and heart of fans. Carlos Sainz's star was on the rise in 1990 when the then-28-year-old lined up against main team-mate Juha Kankkunen in the ST165 version of the Group A car and a summer spell of six rallies where he didn't finish outside the top-two positions wafted him to a dominant maiden crown. The Spaniard seemed set to repeat the feat in 1991 but lost out in a

final-round shootout with now Lancia-driving rival Kankkunen. Another four wins in 1992, now in the ST185 version, redressed the balance and Sainz won again, while Kankkunen, now back in the fold, sealed the 1993 crown and a first ever World manufacturers' crown for the Japanese firm. Didier Auriol continued the form in 1994 in the Celica with three wins, but the momentum was lost in 1995. There would be only one win for the uprated ST205 machine and, at the end of the campaign, the constructor was found to have devised an illegal turbo tweak and it was kicked out of the sport for a season.

2 Toyota GT-One

Result: 22.2%
Given the huge armfuls of silverware that Toyota has earned across so many different disciplines of motorsport, it seems ironic that the car voted as the second favourite by our readers is the GT-One, which never actually won a race.

The GT-One (also called the TS020 to continue the genesis of its sportscar programmes) was simply gorgeous. While both Porsche and Mercedes-Benz set about unearthing flaws in the supposedly GT car-based sportscar regulations of 1997, Toyota watched on with interest as its own weapon

was being developed at the firm's European base. The Dallara-built car emerged in 1998 and entered Le Mans, but only one of the three cars made it to the finish. It was down in ninth when it was hit with a gearbox problem after it had been fighting for top spot. The project came agonisingly close to a win in 1999 when Ukyo Katayama was chasing down the leading BMW in the dying stages but suffered a tyre failure which dashed its hopes. After two outings at Le Mans and another at the Fuji 1000kms in 1999, the GT-One was parked in the Japanese firm's museum as a tribute to some of the most lateral thinking that the firm had ever come up with.



3 Toyota Yaris WRC

Result: 13.9%
The Toyota Yaris WRC, as opposed to this year's GR Yaris Rally1 hybrid version, marked the Japanese company's much heralded return to the top-flight of World competition in 2017. Finnish talents Jari-Matti Latvala, joined by Juho Hanninen and Esapekka Lappi, suffered the growing pains of the project during that initial season, and Latvala's round-two win in Sweden was nothing but a false dawn. There would be only one other victory for Lappi in Finland. It took new recruit Ott Tanak five rounds to hit the top but he went on to take four



victories in the 2018 campaign, and there was one for Latvala that helped the Yaris scoop the manufacturers' crown on its second attempt. That trophy eluded the firm for the next two campaigns but the individual glory more than made up for it. Tanak's six wins in 2019 powered the Estonian to his maiden global crown and, when

Sebastien Ogier joined for 2020, the next two drivers' accolades were secure, along with the makes' crown again in 2021. On reflection, the hatchback had taken 26 WRC wins from the 58 events it entered and claimed eight crowns. It was a glittering period for Toyota, which has set up its current domination.

4 Toyota Corolla GT AE86

Result: 8.3%
It seems almost unlikely now, but the rear-wheel-drive and front-engined layout of the Toyota Corolla AE86 made it a huge hit among motorsport participants from the rally stages to the race circuits.

Its most notable successes came in the European Touring Car Championship in 1986. Much like the British Touring Car Championship, cars scored points within their own classes and the 1600 Toyota dominated Division 1, which gave it the silverware ahead of the might of BMW,

Mercedes and Rover. German Ludwig Holzl was the main protagonist and he finished seventh overall in the drivers' competition. In the UK, the car is most associated with Chris Hodgetts, who took back-to-back BTCC crowns from Class C in 1986 and 1987.



5 Toyota TS010

Result: 8.3%
The 3.5-litre V10 TS010 sportscar should, on sound alone, be top of the list. However, like much of the firm's early competition cars, it was a triumph of ambition over

success on the race track. The World Sportscar Championship was undergoing its metamorphosis in 1992, with a move towards Formula 1 motors in an attempt to provide more temptation for manufacturers

to enter both, but it didn't happen. Toyota went up against Peugeot and Mazda in the 1992 WSC season and profited at Monza when the leading 905 crashed out. Geoff Lees and Hitoshi Ogawa took the win, but things would never be to good

again. Peugeot won the title at a canter, and when the WSC was cancelled for 1993, only Le Mans remained as an international outing. That year, the TS010 was unable to get near its best result of a runners-up slot in 1992.



FEATURE

TOMMY BYRNE:

"I DON'T KNOW WHERE MY DRIVING TALENT CAME FROM"

The man with motorsport's ultimate tale of extreme ability not getting its rewards tells **Graham Keilloh** about his extraordinary life in racing



Byrne had stellar natural ability

Motorsport of course is not short on tales of great ability not getting its deserved outcomes due to circumstance. But surely none of these tales are as extreme as Tommy Byrne's. And extreme in more than one sense.

The 'greatest racing driver you never saw' strapline from his autobiography is apt. A working-class child of Dundalk in Ireland, who did not even get started in a racing car until the age of 18, discovered he had a driving knack that observers, without hyperbole, ranked with the top echelon such as his near-contemporary Ayrton Senna.

Just like Senna, Byrne bagged junior titles routinely, displaying Senna-like self-assurance along the way. However, unlike Senna, Byrne's trajectory faltered just as he reached Formula 1 in 1982, with a dead-end F1 seat with Theodore, a cringeworthy meeting with McLaren boss Ron Dennis, and then an end-of-season McLaren test at Silverstone, which has become enveloped in myth and legend. Whatever did go on that day, one thing beyond dispute was that Byrne armed with top-level equipment was fast. But no opportunities followed.

Byrne's trajectory then took a madcap turn, with drugs, a move to America where he distinguished himself in Indy Lights, then a spell in Mexico in the 1990s where things got truly surreal...

Even with all this though, for some time Byrne's tale seemed lost to history. That was until first an autobiography, 'Crashed and Byrned' written with Mark Hughes, then a film based on the book reignited interest in Byrne's story.

These days he's a racing instructor of renown at the Mid-Ohio school in the States, and getting considerable enjoyment from it. He took some time out – including from moving house – to answer Motorsport News readers' many questions. Byrne these days does admit at least one thing he'd do differently if he had his time again, but we discovered a man without an ounce of self-pity.

Question: When racing in Mondello Park in FF1600 was there any other driver you felt was as good as you with the ability to go to F1?

Daithi MacAmionn
Via Facebook

Tommy Byrne: "I'm pretty sure I wasn't really thinking about that at the time. You mean in Ireland? I don't know. You know to be honest I just wasn't even thinking

Photos: Motorsport Images, Jakob Ebrey



about that, I was only thinking about myself.

“When I drove the car in Mondello in 1976, I did Mondello school for 15 laps, my plan was going to America as a welder since I was 15 years of age, that was my goal. I was a mechanic, and that’s what I loved to do, I was always going to be a mechanic. And then, 18 years of age I went to Mondello and drove the school car for I think it was 15 laps, and then when I went home that day for some reason in my mind I just thought I was the best driver ever and I decided then instead of going to America for welding I’d just become a racing driver.

“I had no idea, I didn’t know anybody in it, in 1976 I knew nothing about it. I think I just watched Grand Prix about the month before so that was just as simple as that, there was never any dream about being a race car driver, it just happened.”

MN: Are there any you look back in hindsight that you raced against in Ireland that seemed to be pretty good drivers that could have gone further?

TB: “Kenny Acheson was there, Bernard

Devaney already left. The only one I think at the time that was heading anywhere was Kenny, I was behind him by about two years, but yeah I looked at him and I thought ‘Oh my God’. I crashed at one of the turns at Mondello and I was standing there watching him going around and he had a brand-new [Crossle] 32F and I went ‘holy shit that that guy’s flying, he’s really good’.”

MN: Did you ever try to learn from him or was it as you say just focusing on yourself?

TB: “I didn’t learn from anybody. Remember I didn’t even know what I was doing but for some reason I was just crazy. Somebody would tell me you can’t lock up your brakes and of course I thought by locking up my front brakes overtaking people that was the way to do it, the more smoke came off it the better.”

Question: Who was the one contemporary of yours who went on to great success, but you know in your own mind you could have wiped the floor with him every day of the week?

Tony Crowther Via Facebook

TB: “Oh Jesus, sounds like the readers are looking for some action here. Who could I have wiped? Contemporary, jeez I’m going to get in terrible trouble here.

“Well Thierry Boutsen when I tested the McLaren, as an example. Thierry Boutsen was kind of a hero of mine because he came to Formula Ford Festival in I think 1977, and he nearly won and nobody comes from a different country and nearly wins the Festival, so I always had a thing about him.

“And then when I tested the car that day, the McLaren Formula 1 car, Thierry

continued on page 22



A famous part of Byrne’s tale is taking over ‘Senna’s car’ to win the 1981 Formula Ford Festival

“After 15 laps I thought I was the best ever”

Tommy Byrne

FEATURE

was in in front of me and I was a second a lap faster than Thierry so he went on to do great things in Formula 1 so yes that would be the answer.”

Question: *You are given the chance to go back and change just one decision you made in your career, what would it be?*

Tony Crowther
Via Facebook

TB: “Well of course for 40 years I always said none, but I probably would have when I went to see Ron Dennis at a meeting I should have brought somebody with me.”

MN: Because I recall you saying Murray Taylor [his Formula 3 boss] you thought might have gone with you to the meeting?

TB: “Yeah actually Murray set the whole meeting up and everything because I was supposed to go and ask for money. Basically I would have been, like you remember Ron Dennis did it for Lewis Hamilton years later, so if he had have given me money at the time I would have been the first one but obviously that didn’t work out. I was pretty green, I was just over from Ireland like two or three years. It would have been nice if Murray had of come.”

MN: Do you have any idea why he didn’t go with you?

TB: “I don’t know, I really don’t know. I mean [my] memory’s good but when it comes to that I don’t know why he didn’t.”

MN: Because in your book you talk about how Ron Dennis mentioned R&D [at the meeting] and you asked what R&D was, so was it just that or did it feel like a general thing with Ron Dennis that you weren’t hitting it off with him?

TB: “Oh it’s just in general. I was talking just like I talk, for some reason, I don’t know where I got all the talk from, my mum wasn’t like that, my dad wasn’t like that and none of my sisters are anything [like that], I don’t know.

“Of course I wasn’t drinking but you know sometimes when you have a few drinks you know you’re talking too much and you should stop but you can’t, it was kind of like without having any drinks. It was him, Tyler Alexander and Teddy Mayer, there were three of them in there. But Ron wanted to know what my dad did for a living and everything and I couldn’t really understand what that had to do with anything.”

Question: *What was his favourite circuit?*

Andy Geering
Via Twitter

TB: “Nurburgring. [I drove it] in 1979. At this stage I hadn’t won a race, I think it was nearly halfway through the season and I was getting desperate because I’d been telling everyone how great I was, and I was started to wonder ‘oh s**t what’s going on here?’ And then I got to



Byrne blitzed his McLaren test - but then nothing...

the Nurburgring and I absolutely just loved the place, I think I was three seconds quicker than [the next guy].

“I won the race, and I did punt off a German driver so I did get in some trouble over that. But the Nurburgring I got, it might have been a track record and then two years later I went back in ’81 with the Formula Ford 2000 and I won that one too, and then I went back again a year later which was really exciting with Formula 3 but we got snowed out.

“There’s still something about it, every single turn it’s like, it’s just f**king crazy, and I did a lot of laps in road cars around there as well, giving people rides and stuff. Nurburgring by far, and then I guess after that would be Spa, after that would be Brands Hatch Grand Prix circuit.”

MN: I take it in all three cases has it been a while since you last drove on them?

TB: “Oh yes. I love Silverstone, the old Silverstone track. No I’ve got friends in America want me to go back and take them round the Nurburgring, I’ll probably do that in the next couple of years if I’m still around.”

Question: *You obviously enjoyed yourself not just in your motorsport but also drink, drugs, rock and roll and straight talking! Do you think that reputation held you back with the big*

teams like McLaren because you clearly had talent behind the wheel?

Ian Temple
Via Facebook

TB: “I’m one of the only drivers probably that wrote a book and told the truth about everything. I didn’t really go crazy until after Formula 1. I did some bits and pieces, but I wasn’t doing as much until when I left Formula 1 then I was all over it, and I didn’t give a s**t after that.

“Did it hold me back? I don’t know, [F1 designer] Gary Anderson doesn’t seem to think so but I could drive. It might have held me back more in America than it did in Europe, it was later on when I really probably went a little bit more crazy in America and Mexico, than I did in Europe. Europe I just had a good time like everybody else.”

MN: You talk a lot in your book about McLaren not working out but do you have any idea about why more generally Formula 1 teams didn’t pick you up given all the success you were having in Formula 3?

TB: “At that time we all knew in those days who had drives and who didn’t have drives and who was looking for drivers and who wasn’t looking for drivers. I probably, thinking back on it I didn’t push myself much. It wasn’t like I was picking the phone up and calling teams, I

had some friends that kind of helped me out a little bit but compared to like a Roberto Moreno, who is still a good friend of mine, he really really wanted it so bad.

“Once I got that chance of Formula 1 and it didn’t work out I just knew that I only had one chance. Every other single team, they were done, they had their drivers signed up for the next year, I was already wanting to go to America anyhow and start again, [do] something else because there was no drive.

“Remember at that time there was no test driving, there was no Formula 3000, if I had have been a couple of years earlier or a couple years later it might have worked out OK, but no once I got into Formula 1 and it didn’t work out, I went back and won the Formula 3 championship I knew I would not be back in Formula 1 again, and I never ever called anybody because there was nobody to call.

“The Ron Dennis thing, the McLaren, Ron Dennis had already told me that there was no drive no matter what happened at that test, so I knew I wasn’t going to get a Formula 1 drive out of it because he said his drives are all taken.”

Question: *Please can you ask Tommy about his dealings with [Theodore owner] Teddy Yip. How committed*

was Teddy to his team and drivers?

decesaris22
Via Instagram

TB: “At the time, remember I was used to winning championships. I’d won five championships, the Formula Ford Festival in Senna’s car, so I was used to winning and then you got to F1 and you’re not winning, I just wasn’t used to it and the thing with Teddy was he just didn’t give enough money for the team, he just gave enough just to get by and maybe they were supposed to do it themselves, so basically that’s about how committed he was.

“And I only spoke to him probably twice when I was in Formula 1. I spoke to him more later on in America when I lived in America and I used to go to his birthday [party] because he invited me to his birthday. But I didn’t have a lot of dealings with him, he just flew in, and hung around and kicked the tyres a couple of times and then flew out, but probably they didn’t have the budget to do very well anyway.”

MN: So when you spoke to Teddy later in America what sorts of things did he say to you about your time together?

TB: “Oh nothing, I don’t even know if he knew I drove for him. To be honest we were never talking about racing, it was just one of those parties, we went to his birthday party, we used to stay in a hotel



The recent book and film has renewed fan interest in Byrne’s story



Even after five titles it was Festival win that really opened doors

“When F1 didn’t work out I knew that was my only chance”

Tommy Byrne



Byrne (1) in F3 was an instant frontrunner

at Indianapolis and I was just one of probably 20 or 30 people, I remember he used to have this entourage that would go there. He was a nice man. I talked to his son [Teddy Jr] a couple of years ago, his son's a really cool guy."

MN: What does his son do?

TB: "His son runs Theodore, I don't know what he does now but he was in partnership with David Kennedy running the Theodore [racing team] and they were managing people so I'm not too sure what he's up to now."

Question: Best livery of any car you've personally raced?

CRACK VER\$TAPPEN

Via Twitter

TB: "Honestly I'm not a big livery guy, what a car looks like. I think if the car's fast then I love the livery. My friend Stuart Dent, Stuart would be looking at these cars going 'what an ugly car', and I just can't see it you know, I can't see any ugliness."

"I think a race car's a race car, and I just think that when you get to drive in one then it's fantastic. I was never really a livery guy. I didn't get my helmet painted until I think '86 and Gary Anderson designed a helmet for me, before that I was just wearing white helmets."

MN: So for you a car's all about lap time?

TB: "If the car's a fast car I couldn't care less what colour it is or what it looks like. In a nice way, I don't want to be rude to the guy [questioner]."

MN sets the scene: Tommy Byrne first competed in the Formula Ford Festival in 1977 and famously returned to Formula Ford 1600 to win the 1981 event in Senna's works Van Diemen after the Brazilian 'retired' and returned to Brazil. Last year's Festival was its landmark 50th running and various former winners, including Roberto Moreno and Jan Magnussen, were tempted back to compete.

Question: Does he fancy a return to the BRSCC Formula Ford Festival this year?

Adam Fathers
Via Instagram

TB: "I nearly returned last year, Alan Bowles was trying to get me over and it just didn't work out because I think I was working on something and I just couldn't make it over. But I was going to go and do it, but I was going to do it in the fast [modern] cars. I think if I did it again I might do it in the vintage."

MN: Because last year it was the 50th running wasn't it?

TB: "Yeah exactly, Alan Bowles tried very hard to get me over and it just didn't work out because I still have to work for a living."

MN: So as you say it was going to be in a modern car?

TB: "Yeah it was going to be a modern car and probably in retrospect if I ever did do it again I'm more a vintage guy now."

MN: Did you get as far to talk about which team you might do it with or anything like that?

TB: "I think we were trying to do something with the Cliff Dempsey team but they had everybody all signed up and it kind of made a difference who I would all be doing it with. Yeah it was preferably Cliff Dempsey's team but then he sold the team to somebody else and I think then the drives were all gone."

MN: What is it about the Formula Ford Festival that tempts you back to take part in it again?

TB: "I don't know because there would probably a lot of drinking involved and I can't do that like I used to, I'm more into the fitness now. The Formula Ford Festival it changed my life in racing. Basically I didn't have nothing, I finished second to Roberto [Moreno] in 1980 then I won it in Senna's car in 1981 and all of a sudden all these doors opened, I got the free Formula 3 ride at Thruxton and then I got a free Formula 3 ride with Murray Taylor and then I got to Formula 1."

"I probably would never have been in a Formula 1 car if I didn't win the Festival that time or maybe I might have been in a Formula 1 car years later in a different one, who knows? But I know that after

winning five championships my career wasn't going anywhere and when I won the Festival, that was the big change."

MN: At the time did it seem to be a lot higher profile than other races that you did?

TB: "I don't know if it was higher, yeah I mean does anybody ever remember who finished second in the last five years in the Festival? Probably not, so it's winning the Indianapolis 500. Everybody talks about it and you get free stuff, you got a free drive in a Formula 3 car which is very hard to do and then in my case I got really lucky and got a full year in a Formula 3 car with Murray Taylor."

MN: Of course as you say you won the Festival in Senna's car, so what was the story about getting that car?

TB: "If you read the book what happened was Senna he retired from racing, told Ralph [Firman, Van Diemen boss] that he couldn't do it and Ralph was left in a bit of a pickle because that's where his sales come from, from winning that Festival. Basically he didn't need a Royale or a PRS or any other car winning it because then he'd lose a bunch of sales."

"So I just won the two European and British Formula Ford championships [in] Formula Ford 2000 and he asked me could I do it, which means I would have to step down from Formula Ford 2000 so slicks and wings back to 1600s and I said sure I can do it. And then it was simple as that and I knew with Senna's car with that Minister 'Patch' engine it should be pretty easy to win because I nearly won it the year before with my own car and engine, and I guess the same year James Weaver stepped down and Rick Morris stepped down and we all finished first, second and third."

Question: What advice would you give a young driver in this modern era?

Single-seaters is and always has been incredibly expensive with little chance of a career, in which case would you steer them into GT racing instead where there seems to be a few more



Byrne's Festival win was rewarded with a Formula 3 prize drive

FEATURE



Byrne still gets chances to get behind the wheel



Byrne's life today is "like being on vacation and getting paid for it"



Byrne admits he didn't know what he was doing in his early days, but it translated into amazing speed

opportunities/support? By the way, my dad (the ferret) says hi and has told me many stories about you from running you in Formula 3!
Michael Moyers
Via Facebook
TB: "My advice to any young driver would be keep an open mind, if you want to make money in racing the chances are pretty slim in the first place so I would say keep an open mind and drive anything, not just Formula Ford 1600. Anything you can get into, drive and try and pick something that you can win in and the more you win the better chance you have of getting sponsorship."
MN: We often talk about how expensive motor racing is but even when you were coming up I imagine there was a lot of money required?
TB: "Oh I mean, I think at the time let's say Formula 3 was \$100,000, it would be as easy for me to get 100 as it was to get five, it's just it's so hard to get money. I just hung out with a lot of people, I've got a lot of friends and a lot of people helped me, but I never did get a big sponsor to pay for a drive, it was always like a free car here, a couple of grand here and there, but never the 100 grand that I could just take to any team. My goal was once I got into a car to try to win and that's what propelled me to the next level."
MN: You work in driver coaching so I take it with young drivers you work with today money is something that keeps coming up?
TB: "I don't do any more driver coaching for young drivers. Now I'm working for gentlemen drivers mostly in the PCA [Porsche Club of America] championship. I do a lot of Porsche stuff, PCA, I work for a team from Chicago and I look after all the drivers and they're all anything from, I think the youngest is probably 40, to 80 years of age. And then

I have another team in Miami that I work for, they're probably a little bit younger but I don't really do much, or any, of the young drivers anymore."
MN: Michael mentioned the GT racing path, so what do you think about that type of racing?
TB: "It's great. I actually drive now and I drive the Porsches and I drive the 968s, I drive everything and I still work in Mid-Ohio school so I get to drive lots of different cars. They're all different in a different way, they've got their own idiosyncrasies and stuff but I love driving them all now. I'm having more fun driving now than I did when I was doing it professionally."
Question: Was it all nature in your driving ability or was there some nurture too?
James Bowie
Via email
TB: "No I did nothing to nurture my talent. I was really good at heel and toe, I picked it up really pretty naturally, but as far as trail braking and stuff like that I used to do it, I just didn't know I was doing it. And I had picked up reference points for braking. Today we have in America everywhere you brake there's a marker to brake and then there's a turn-in point and there's apex and you can point it all out. When I was doing it I never seen any of that stuff but obviously I was seeing it subconsciously."
"But now today I have to nurture. I'm learning to brake later, because I drive with David Kennedy every year in the [Mondello] six-hour Fiesta race, and I went over there early on this year testing with David and the team and in the data I'm off the pace from the young guys by three-quarters of a second and we looked at data and it's just all on the brakes. Because [as] we get older we never



make any more mistakes, we never run off the track, because we're always too easy on the brakes and you still have to go back to the old days so yes now I have to nurture my talent and learn how to brake deeper without crashing."

MN: Do you have any idea where the driving knack came from?

TB: "You know what, I don't know. My dad never drove a car in his life, my mum didn't drive until she was 40, but my sister's a really good driver with the stick shift, my two sisters. I don't know, it must have been from my mum. Where do I get anything from? I have no idea what made me different and want to leave Ireland and thinking I was the best driver in the world and go racing and win championships all in the space of five years, I have no idea."

MN: It's one of life's mysteries it seems!

TB: "I've thought about it a lot. My kids grew up with my me so my son TJ comes with me as well and he driver coaches as well and he drives, but he's watched me all his life, but it wasn't like I was watching my parents do it or anybody do it, and I didn't start until I was 18."

"I'm having more fun now than when I was a racer"

Tommy Byrne

"The reason that I made it to where I made it was yes I obviously had the talent but I had a lot of friends, a lot of friends that liked me and that's how I got my drives, just hanging out with just a lot of people and having a laugh. And it got me to a certain point and then that was it, and now I'm back doing the same thing."

MN: Was there any particular friend that was particularly helpful to you?

TB: "John McCambridge was huge. When I went to England at first John McCambridge was the guy that picked me up at the airport and tried his best. He called as many people as he could. He would have been the main one. From Northern Ireland living in England, used car dealership and helped me out, give me a car, give me a job and called as many people as he could."

Question: What does Tommy think about Nelson Piquet in light of his comments about Lewis Hamilton?

Andy Geering

Via Twitter

TB: "Oh s**t, obviously it's not right. But Nelson Piquet actually when I was

racing when I was doing Formula 1 he was one of my favourite drivers. Sometimes he says the wrong thing and I don't think it's a good [thing], you know you can't say that s**t anymore."

Question: How well known are you in Ireland?

Alexander Cameron

Via email

TB: "Well as an example I was over in Italy for my friend's wedding probably about three months ago and my wife and her friends went off together doing their little drinky thing and then me and the groom went off and did our thing and we met them later on in an Irish pub and I walked in there and they were with three guys and of course the three guys knew me straight away and they said 'ah jeez it's Tommy Byrne, I can't believe it'. So that kind of gives you an idea."

"The documentary was on the mainstream video so it's gone out to 220 million people so maybe for the good or for the bad I would probably be recognised fairly good. Not like Eddie Jordan, nothing like that."

MN: I'd imagine first the book and then the film would have made a difference, I think a lot of people first learned about your story with those?

TB: "Yeah, like in America a lot of people know me because of the book and the movie. The movie made a big difference, it was on aeroplanes and I met Michael Fassbender through my movie because he watched it on an aeroplane going somewhere, and yeah it makes a big difference, for sure. One of the hardest things I did in my whole career was write a book, that was really difficult."

MN: Was it difficult emotionally or in other ways?

TB: "Everything, I mean at the time I'd have a couple of drinks and I'd only write it when I was happy so I'd try to make it a happy funny book and towards the end it just wasn't, just trying to finish it wasn't funny anymore."

"So that and not only that but the amount of people who told me 'who the f**k would read your book Tommy?' That would actually be friends, and we went to a lot of people in England, journalists and stuff, and Mark Hughes was the only one that took it up. So hard to write, hard to get publishers, hard to get ghost writers, just hard to do it, it's very very difficult."

Question: What takes up your time these days?

Alex Smith

Via email

TB: "Working. I work at the Mid-Ohio school, I'm one of the senior instructors there, I do probably 40, 50 days and then in summer time, actually winter now from January until December, I've got stuff with my with my two teams. So I'm busy, and when I'm not working I'm at home cleaning and I do a lot of mountain

biking when I can. I have no problem passing the days, that's for sure."

MN: You mentioned that it was gentleman drivers you mainly coach these days so why did you decide to move into that area?

TB: "It's not that I decided, it just happened. I must have driver coached thousands of drivers over the years, and I just happened to just get with the teams that I really liked and I just stuck with them and then I got something, then you meet more people and then it just goes like that."

"It's just more for me you know, it's more my kind of thing. It's not as serious, and I just have a really good time. Basically it's like being on vacation and getting paid for it. And sometimes I drive with them in the enduro races so I get to drive as well."

MN: So it sounds like a nice existence.

TB: "Yeah, and obviously there's no pressure, I mean I still want to win, I still try to win if I can because I like to drive alright. I don't want to be driving round last in a 14-hour race somewhere in 100 degrees in Florida, so I do try to pick the good drives. No I just have a lot of fun and these guys are all retired and they've all made their money and then it works out really good."

"Over here as well we have a company call Diablo Drifter. It's a machine that we put on the back of a car for training for teenagers and for adults for skid control and Gary Anderson designed that for me about 10 years ago. We do teen defensive driving, me and Dave Meehan who was Senna's mechanic back in the day, we're partners, and we sell them as well, and that was all because of Gary Anderson, I told him what I needed and he went up and designed it and now we have it up and running called Diablo Drifter." ■



Byrne hands out the trophies for BRDC Formula 4 in 2015



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RACING REPORTS

BRANDS HATCH: 750MC BY MARCUS PYE

JULY 2-3

Photos: Gary Hawkins

GADD STARS IN THE HECTIC F1000 BATTLES



Eleventh to second behind Rob Welham, P9 to P2 chasing Matthew Booth and a scintillating victory from pole put Tom Gadd back atop the 750 Motor Club's F1000 championship table at halfway.

Gadd's 44.99 seconds (96.66mph) lap as 23 closely-matched single-seaters hurtled round the Indy circuit in Sunday's finale made a superb spectacle as Booth – also with three wins now – retired.

Bikesports also produced three Radical-mounted winners in points-leader Simon Walker-Hansell, Leon Morrell and rally convert Jack Leese. Andrew Fido completed a Class A hat-trick when Alastair Smart (PR6) spun and was vaulted by Ash Hicklin's SR3 exiting Paddock, forcing a restart. Invitee Scott Mittell (Mittell MC41 RR) reset the lap record to 45.55s (95.47mph).

After Leon Bidgway's Lotus Exige turbo fell to a dislodged engine air scoop snagging a tyre, Rob Boston (Elise) overcame a previous success penalty to win Saturday's 45-minute Tegiwa Roadsports race. Ben and Adam Uren (BMW E46 M3) were a fine second with Kevin Talbot's Honda Integra third. Mat Creed (Renault Clio 200) aced Class C.

Serial-winner Andy Hiley won Saturday's Sport Specials opener, in which alternator failure stopped chaser Lewis Ward. Hiley started Sunday's sequel from the pits, clutchless, but clawed back to second behind Ward. Stuart Thompson (MK Indy) and Warren Vessey (Fisher Fury) renewed their Class B rivalry, with Andrew Hayward (Sylva Clubman) joining in. David Hughes outran Stewart Mutch among the sturdy MEV Exocets. Mutch and Micky Scott tangled and hit

the pitwall at Sunday's start, which brought out reds. Both continued. Repeat winners coloured the production-based categories. In the Five Club Racing Mazda MX-5 Cup Jordan Johnson couldn't prevent Bens Short, Abbitt and Hancy's three identical podium lockouts. Shaun Traynor imperiously capitalised on defending double Toyota MR2 champion Aaron Cooke's poor second race, strengthening Traynor's fifth crown quest. Adam Lockwood and Alastair Topley moved up to second and third as Cooke, second in the opener, slipped to seventh. Irish invitee Niall Bradley blasted his M3 to BMW honours, but pursuer Graham Crowhurst, a series regular, snared the M Power class record. Lee Piercey (E36) was again invincible in Class 6, while race-one retiree William Lake denied Northern Ireland veteran



Ben Short was a three-time Mazda winner beating his namesakes

RACE WINNERS

Armed Forces Race Challenge
Races 1 & 2: Wayne Lewis (BMW E46 M3)

Toyota MR2
Races 1 & 2: Shaun Traynor (Roadster)

Formula Vee
Race 1: James Harridge (Maverick); **Race 2:** Craig Pollard (WEV)

Roadsports
Rob Boston (Lotus Elise)

F1000
Race 1: Rob Welham; **Race 2:** Matthew Booth; **Race 3:** Tom Gadd

Sport Specials
Race 1 Andy Hiley (Chronos HR1S); **Race 2:** Lewis Ward (Westfield SEIW)

Bikesports
Race 1: Leon Morrell (Radical SR3 RSX); **Race 2:** Simon Walker-Hansell (Radical SR3 RS); **Race 3:** Jack Leese (Radical SR3)

5 Club MX-5 Cup
Races 1, 2 & 3: Ben Short

Hot Hatch
Races 1 & 2: Philip Wright (Honda Civic Type-R)

BMW CCR
Races 1 & 2: Niall Bradley (E46 M3)

Photos: Gary Hawkins

LYDDEN HILL: LHMC BY MARK LIBBETER

JULY 3

CHAMBERS AND HEATHCOTE ARE HILL KINGS

Pete Chambers and Nathan Heathcote were at the centre of some memorable battling at Lydden Hill's annual Historics on the Hill meeting last Sunday, while George Osborne also shone with a double success in the Classic Alfa Challenge.

Chambers (Lotus Ford Cortina Mk1) and Heathcote (Mini Cooper S) fought for victory between them in no fewer than four of the day's six races. In the opening Jack Sears Trophy encounter, Chambers led initially before locking up and running wide at Devil's Elbow on lap two, helping Heathcote snatch a lead he would not lose despite touching the gravel and veering sideways exiting Paddock on the run to the flag.

Chambers got his revenge in race two, claiming a lights-to-flag win. Heathcote came home second, while Ben Colburn steered his Morris Mini Cooper S to third after being tracked throughout the race by Mike



Davies (Austin Mini Cooper S). Battle was joined again between Chambers and Heathcote in the pair of Allstars races, but Chambers made life difficult for himself by placing his car out of position at the start, earning him a 10-second penalty. Despite the punishment, Chambers was able to erase the

deficit by the flag to claim the victory by just 0.187s. Heathcote claimed another runner-up finish despite being chased down by the Lotus Elan of Gerry Buggy in the closing stages. A wild spin exiting Devil's Elbow on the second lap ruled Buggy out of contention for another podium finish in race

two. His drama enabled Sam Ashby to claim the position in his Austin Speedwell Sprite after Ding Boston (Austin Healey Sebring Sprite) was penalised for exceeding track limits. Victory was taken again by Chambers after seeing off another Heathcote challenge. A poor start dropped Colburn

back down to third in the opening Classic Alfa Challenge contest, but he was able to power his Giulia Sprint GT back to the front by Pilgrims on the second lap. An excursion at the same corner though in the latter stages dropped him back behind Osborne, who gratefully swept ahead to secure the win.

Osborne, driving Chris Snowdon's Alfetta 2000GTV, repeated his success in race two despite coming under intense pressure from Colburn throughout the 19-lap contest, while Richard Merrell followed up his third in race one with the same result in the second event aboard his Giulia GT Junior.

RACE WINNERS

Jack Sears Trophy
Race 1: Nathan Heathcote (Mini Cooper S); **Race 2:** Pete Chambers (Lotus Ford Cortina Mk1)

HRDC Allstars
Races 1 & 2: Pete Chambers (Lotus Ford Cortina Mk1)

Classic Alfa Challenge
Races 1 & 2: George Osborne (Alfetta 2000GTV)

RACING REPORTS

DONINGTON PARK: MGCC BY GRAHAM KEILLOH

Photos: Mick Walker
JULY 2

WHEELER AND FOWLER PUT ON A THRILLER



Wheeler (99) and Fowler (86) had two absorbing BCV8 battles for the win



The Sebers took two very different victories in the Triple M contest

In an intense day of entertaining victory battles across MG Car Club’s range of categories, held in ever-changing conditions, the BCV8 championship’s two scraps for first likely topped the lot. Both were long-awaited James Wheeler versus Neil Fowler fights. Wheeler won the opening bout, having passed Fowler at mid-distance. In race two in another intense battle Fowler looked set to turn the tables but Wheeler sensationally pipped him on the run to the line. Wheeler explained to Motorsport News: “We’re on two different wet tyres, they’re equivalent but Neil’s were coming on at a different time to

mine going off, and at the end mines started to switch back on and Neil’s switched off, and I got him on the line.” Stephen Watkins’ Midget was poised to win the first Midget & Sprite Challenge race but spun on oil at Redgate on the last lap, letting Richard Bridge triumph having started last. In the second race’s fully wet conditions slick-shod Watkins started from the pits to stay out of others’ way. Connor Kay won in his Midget & Sprite debut meeting. Tony and Rod Seber in their Wolseley Hornet Special took a victory apiece in the pre-war Triple M double-header. In race one Tony

headed Richard Frankel’s MG K3, then in race two Rod rose from the back, having not raced in race one from which the grid was set. He climbed in unison with the MG N Type Magnette of Oliver Sharp who was unhappy throughout with the track’s grip. Both MG Trophy races were won by Doug Cole. In race one he prevailed clearly after the previously dominant Jason Burgess pitted between the two warm-up laps to change tyres in the tricky conditions. Cole and Burgess had a lively victory battle in race two, which ended early when Burgess pitted with an electrical problem. But Cole still had

to resist a late charge by slick-shod Adam Jackson on the drying track. Richard Buckley’s 100% record in MG Cup’s frontrunning Class C in 2022 ended after Dave Nixon in his much-improved Tomcat prevailed in the second race. MG Cup shared the grid with MG Metro Cup and therein reigning champion Mark Eales won twice, keeping Mike Williams at arm’s length. Paul Wignall dominated a damp Cockshoot Cup opener that was jumbled somewhat by varying tyre choices. Karl Green won race two while Wignall retired with frontal damage. Andrew Thompson dominated both Morgan races.

RACE WINNERS		
Triple M Challenge	Wignall (MG ZS 180); Race 2: Karl Green (MG ZS 180)	220 Tomcat Turbo)
Race 1: Tony Seber (Wolseley Hornet Special); Race 2: Rod Seber (Wolseley Hornet Special)	MG Midget & Sprite Challenge	MG Metro Cup Races 1 & 2: Mark Eales (Rover Metro GTI)
BCV8 championship with MGCC MGAs Races 1 & 2: James Wheeler (MGB GT V8)	Race 1: Richard Bridge (Austin Healey Sprite Mk II); Race 2: Connor Kay (MG Midget)	MG Trophy Races 1 & 2: Doug Cole (MG ZR 190)
Cockshoot Cup Race 1: Paul	MG Cup Race 1: Richard Buckley (Rover 220 Tomcat Turbo); Race 2: Dave Nixon (Rover	Morgan Challenge Races 1 & 2: Andrew Thompson (Morgan ARV6)

DONINGTON PARK: MSVR BY DOM D'ANGELLILO

Photos: Mick Walker
JULY 3

TVR GOES HEAD TO HEAD WITH THE HEALEYS AT DONINGTON

The culmination of nine separate heats during Sunday’s second running of the Equipe Super Sprint resulted in a 2-1 victory of Pre-’66 TVRs over Austins across three finals. This was perhaps best summed up in the final for the quickest qualifiers throughout the day as the Austin Healey of Mark Holme and TVR Griffith of Jamie Boot duelled for supremacy. Holme had quietly stated that “if I can stay ahead for a few corners [after qualifying on pole] I think I can do it”. But he didn’t even get that far. The power of the Boot’s V8 Griffith proved too much and after he stormed around the outside of Holme at Redgate at the start, Holme couldn’t find a

way around Boot. Holme’s appearance in the final had been at risk after an oil seal failure in the first heat filled the cockpit with smoke, but a quick replacement and the Austin was soon the car everyone in the Pre-’66 paddock wanted to beat. An exhausted Boot could simply smile and state “I’m knackered”. The second TVR victory was at the hands of Lee Atkins in the Grantura during the second final. Earlier in the day it had looked as though Atkins might threaten the quickest cars, but after developing a misfire in the final heats, he had to settle for the second-fastest final. “It’s been a while since my first win, so I’m really pleased,” said the victor. “The guys stripped everything

back and fixed it, but we still had a faulty rev counter.” Atkins beat the Austin Healey of Richard Hywel Evans by almost five seconds. Despite the Austins being a large portion of the 54-strong grid and playing a significant role throughout the day, it was only in the first final for the slower qualifiers where the iconic British racing name would claim overall victory. This was in the hands of Nick Matthews and his Austin Healey 100/4, whose defensive driving managed to keep everyone at bay, including the Lotus Elan of British GT’s Mia Flewitt. “That was intense” he said. “It’s been phenomenal and all the guys behind me really kept me on my toes.”



Jamie Boot heads Mark Holme’s Austin Healey in the frantic Red Final at Donington

RACE WINNERS		
Race 1: Jamie Boot (TVR Griffith); Race 2: Gregg Rumble (Lotus Elan S1); Race 3: Jamie Mason (Turner Mk II); Race 4: Mark Holme (Austin Healey 3000 MkII); Race 5: Lee	Atkins (TVR Grantura 1800S); Race 6: Jon Hughes (MG B Roadster); Race 7: Mark Holme (Austin Healey 3000 MkII); Race 8: Alexander Hewitson (Austin Healey 3000	MkII); Race 9: Bill Rawles (Austin Healey 3000 MkIIA).
Final 1 (Yellow) Nick Matthews (Austin Healey	100/4)	Final 2 (Green) Lee Atkins (TVR Grantura 1800S)
		Final 3 (Red) Jamie Boot (TVR Griffith)

RALLY REPORTS

Photos: Red Bull Content Pool

EUROPEAN RALLYCROSS CHAMPIONSHIP: HOLJES, SWEDEN BY HAL RIDGE JULY 2-3



Marklund topped the stars in Sweden



Solberg fell foul of the post-race checks

TRIUMPH AND DESPAIR FOR SOLBERG JR ON EURO RX'S SWEDISH EXTRAVAGANZA

Triple FIA World champion Petter Solberg never quite managed to win the biggest rallycross event in the world at Holjes in Sweden during his top-flight rallycross career, but last weekend his son Oliver briefly claimed the event nearest the Solberg family home, until being disqualified from the final.

The post-race decision by the officials meant that it was compatriot Anton Marklund, the winner of the European Rallycross Championship season-opener in Hungary, who won the Swedish event and took maximum points.

Solberg was just one of the star names that made a one-off appearance in the event known as the 'Magic Weekend', joined on the roster by four-time World RX champion Johan Kristoffersson, reigning Euro RX champion Andreas Bakkerud, WRC2 campaigner Ole Christian Veiby and a host of other potential victory contenders.

And, it was Solberg who made the best of drying track conditions to set the fastest time in the opening heat session, despite missing most of free

practice with clutch issues on his Hedstroms Motorsport Hyundai i20, the car having to be push-started by his mechanics to even make it to the practice grid.

Kristoffersson, who had run in a wetter race in heat one and got involved with a huge on-track battle with Bakkerud, struck back in the second session with the fastest time, while Marklund was twice second best to be second at the end of the opening day, behind Solberg.

Round-one winner Marklund moved to the top of the order with a fastest time in heat three, then won his progression race to progress into the semi-finals. However, while leading Bakkerud in the semi-final encounter, the SET Promotion Hyundai i20 picked up a front-right puncture, and it was only thanks to Marklund's experience in the headline category that he was able to drag the car to the finish in second position, to secure a start in the final.

Solberg and Kristoffersson also won their semi-finals to progress to the main event, while five-time Andros Trophy champion Jean-Baptiste Dubourg also picked up a puncture in the latter stages of

his semi-final, but fended off the attentions of JC Raceteknik driver Sondre Evjen to the finish line to claim second and, by virtue of his ranking position, progressed into the final.

Starting from pole position in the main event, in the new five-wide final grid line up for 2022, it was local ace Solberg who made the best launch to lead into the opening corners, while Kristoffersson dived straight into the joker lap from second, followed by Bakkerud, who had bashed doors with Marklund through the opening turns, and Dubourg.

As Solberg led up front, Marklund over-jumped on the circuit's biggest crest at the end of the opening lap. On the radio to her son, Pernilla Solberg called Oliver into the joker on the second tour in a bid to cover off Kristoffersson, and the move worked, the pair meeting at the joker merge, Solberg surviving small contact to maintain track position, as Marklund moved into the lead.

Kristoffersson would retire at the end of the second tour with a puncture on his Volkswagen Polo, as Solberg closed on the

rear of Marklund at the head of the order. As the pair exchanged fastest sector times, Marklund increased the gap to 0.6 seconds into the final tour, but with over 2.5s needed for the compulsory extra joker route, he dropped to third behind Solberg and Bakkerud.

But, Bakkerud would retire just a corner later with broken rear suspension, as Solberg drove untroubled to the finish line, executing perfect donuts after the race in celebration. Marklund crossed the line in second while Dubourg made it home in third, but the stewards were yet to intervene.

An emotional Solberg described the win as the "biggest relief of his life" following a difficult opening phase of his World Rally campaign, but his victory was short lived. In post-race technical scrutineering the Hedstroms Motorsport i20 was found to have under guards that contravened the maximum weight limits for such components, including the rear section of the guards having too large a portion of the overall permitted total weight, and Solberg was disqualified. The

RESULTS			
European RX Series When: Holjes Sweden			
POS	DRIVER/CO-DRIVER	CAR	TIME
1	Anton Marklund	Hyundai i20	3m41.936s
2	Jean-Baptiste Dubourg	Peugeot 208	+2.076s
3	Andreas Bakkerud	Audi S1	+1 lap
4	Johan Kristoffersson	Volkswagen Polo	+3 laps
5	Oliver Solberg	Hyundai i20	DSQ

RX2e: Viktor Vrankx; RX3: Marius Solberg-Hansen (Skoda Fabia)



Broken rear suspension thwarted Bakkerud's Audi

decision lifted Marklund to his second-straight Euro RX win, Dubourg into second and Bakkerud to third, despite the Norwegian failing to complete the race.

Irishman Ollie O'Donovan returned to his new Proton Iriz for the second round of the Euro RX

series with a revised engine package and qualified for the semi-finals, in part thanks to an astute tyre strategy from his Team RX Racing squad to be the first to take dry tyres on a drying track and finishing in the top three of his progression race to make the semis.

SUPPORT RACES



O'Donovan was left heartbroken

Vrankx and Solberg Hansen lift the silverware

Debut victories went the way of Viktor Vrankx and Marius Solberg Hansen in the RX2e and RX3 series at Holjes, but it was heartbreak for British Rallycross Championship leader Patrick O'Donovan, whose RX2e victory hopes were dashed by a missed joker lap in the semi-finals.

Making his debut in the

series at Holjes, Belgian driver Vrankx topped the opening session of the weekend and led overnight on day one. Making the most of starting from the inside of the grid, the 16-year-old executed a number of near-perfect starts and, come the final, led throughout to claim a commanding win. Kristoffersson Motorsport

driver Nils Andersson endured an up-and-down weekend at his home circuit, but set the best time in heat two, chased Vrankx through the semi-final and the final to net a strong points haul to begin his campaign, while fellow Swede Isak Sjoqvist completed the podium.

For O'Donovan, consistent improvement through the

qualifying stages resulted in fastest time in heat three and victory in his progression race. He also led his semi-final from the front and looked set to challenge Vrankx for final victory, but a missed joker on the final lap of the semi-final meant a 30-second penalty and he didn't make the final. Fellow Brit Catie Munnings made

her RX2e debut and improved throughout the weekend, she also just missed out on a final place.

Former British RX Junior racer Solberg Hansen claimed a maiden victory in the RX3 division in his Skoda Fabia, beating round-one winner Kobe Pauwels in his Audi A1 to the finish line.

HOT ROD WORLD FINAL REPORT

Photos: mkpics.net

NATIONAL HOT ROD WORLD FINAL: FOXHALL HEATH BY GRAHAM BROWN

JULY 2-3



McDonald charged from the sixth row



Paul Wright and Aaron Dew shared the front row

McDONALD SECURES HIS HAT-TRICK WITH MORE HOT ROD WORLD FINAL SUCCESS IN IPSWICH



Rob McDonald made his way into World Final folklore



Murray (95) was a Hot Rod roadblock

Despite starting from grid position 11 and trailing the leaders for many laps, Rob McDonald was always going forwards from the green flag. And when leader Paul Wright was baulked by a backmarker it enabled second man Aaron Dew and the chasing McDonald to catch and pass him, the Scot charging on in imperious fashion to complete his World championship hat-trick. A really strange, topsy-turvy Hot Laps session produced a grid absolutely no-one could have predicted. In fact the oddball happenings went back to free practice when Carl Sloan blew his motor right in the braking area for Turn 1. With everybody all still close together a number of others crashed into each other or the wall, leaving Jack Blood's car wrecked and Ross McWilliam and Mikey Godfrey lots to do to make the timed laps. It seemed

about half the teams in the pits worked on Blood's car to produce a minor miracle in the roughly 20 minutes they had to sort it. Then, generally speaking, the draw for running order in Hot Laps is usually pretty crucial as it is always assumed that the track will be cleaner and run faster in the back end of the draw. Not this year though where quick and much slower times scattered willy-nilly through the field. As an example, within the first nine runners we got grid positions five (John Christie), nine (Chris Haird), two (Dew) four (an astounding effort from SA driver Jason Loosemore) and three from Jeff Riordan. But also some times that put drivers back on grids 26, 25 and 30. It all seemed a bit random with a similar non-pattern continuing throughout. Random or not though, Dew's 14.32 seconds lap looked for a long time like

it would net him pole. Shane Murray, Billy Wood, Carl Waller-Barrett and McDonald failed to unseat him. And then came Paul Wright. An audible gasp from the crowd when his second lap equalled Dew was just a prelude to the roar that greeted his 14.23s third lap, which got him pole with the same time as McDonald's pole lap in 2021. With Hot Laps having determined the starting order of 33 of the 34 runners, there just remained who would join the back of the grid as the 'wildcard'. Pre-event favourite to take that was probably Adam Maxwell or, possibly, Joey Palmer who came so close last year. But penalties played their part here with Palmer's first heat win taken from him by a two-place contact docking, while Maxwell (who'd finished second in the opening race and looked set fair) lost his

win in the second encounter to a disqualification. All of which meant that Hayden Ballard's win and fourth put him on pole for the final, the Nationals newcomer driving a flawless race to attain a well-earned wildcard. **The World Final** After Mark Shelper had been forced to abdicate his rookie start with a broken driveshaft, the rest got away cleanly. Dew was first to break from the rolling start but polesitter Wright had things under control after the first side-by-side lap, Loosemore and Riordan sitting tight under Dew's wing during the opening salvos. But it wasn't long before the South African ran a touch wide, getting instantly railroaded backwards as the other eager placemen poured past. The race quickly settled down up front with Wright leading and carefully taking care of his tyres

RESULTS

National Hot Rod World Final
Laps: 75 Track: Foxhall Heath, Ipswich

	DRIVER	CAR	TIME
1	Robert McDonald	Vauxhall Tigra A	19m02.714s
2	Paul Wright	Vauxhall Tigra A	+0.991s
3	Aaron Dew	Ginetta G40R	+2.110s
4	Jeff Riordan	Lotus Exige	+3.887s
5	Carl Waller-Barrett	Vauxhall Tigra A	+4.451s
6	David Casey	Opel Tigra A	+5.927s
7	Billy Wood	Vauxhall Tigra A	+6.847s
8	John Christie	Lotus Exige	+8.225s
9	Gordon Alexander	Vauxhall Tigra A	+8.477s
10	Chris Haird	Vauxhall Tigra A	+12.565s

11 Jack Blood (Vauxhall Tigra A) +13.395s; 12 Adam Hylands (Vauxhall Tigra A) +14.283s; 13 Ben McKee (Mercedes SL0) -1 lap; 14 Hayden Ballard (Vauxhall Tigra A) -1 lap; 15 Roy Anderson (Vauxhall Tigra A) -1 lap; 16 Brendan O'Connell (Opel Tigra A) -1 lap; 17 Gavin Murray (Vauxhall Tigra A) -1 lap; 18 Chris Aldridge (Vauxhall Tigra A) -1 lap; 19 Pauric McQuaid (Lotus Exige) -2 laps; 20 Sam Gray (Peugeot 206cc) -8 laps; R Keith Martin (Vauxhall Tigra A) 66 laps/engine out out; R Perry Cooke (Vauxhall Tigra A) 62 laps/handling; R Derek Martin (Vauxhall Tigra A) 45 laps/accident damage/flat tyre; R Nigel McCauley (Vauxhall Tigra A) 40 laps/brakes; R Jason Kew (Ginetta G40R) 36 laps/lack of power; R John Sibbald (Vauxhall Tigra A) 35 laps/overheating/brakes; R Simon Kennedy (Vauxhall Tigra A) 31 laps/transmission; R Dick Hillard (Vauxhall Tigra A) 18 laps/spin; R Jason Loosemore (Vauxhall Tigra A) 13 laps/transmission; R Mikey Godfrey (Mazda RX-8) 13 laps/handling-accident damage; R Shane Murray (Ginetta G40R) 5 laps/driveshaft bearing; R Mark Shelper (Peugeot 206cc) 0 laps/driveshaft; DQ Ross McWilliam (Ford Fiesta); DQ Barry Stephen (Vauxhall Tigra A).

Q&A Three-time title holder is considering his options

We caught up with the Scottish winner after the event...

Q: MN: Were there any problems along the way – from that relatively poor start for you, did you still think you were going to win it?
Rob McDonald: "I said before I left that I was coming home with the

trophy again, and here I am taking the trophy home again."

MN: There's not too many that can say they've won three in a row...
RM: "Aye, there's been only two... (Carl) Boardley did it – he won four – and Colin White won the three."

MN: So what comes next for Rob McDonald?
RM: "Ahh, we're going to be having a little break... I don't know if we'll be here next year..."

MN...the word is that you were going to have a new Ginetta...
RM: "Truth is, I don't know what we're going to do next... they want

to develop the car and we might give them a hand to develop it; we'll just take it as it comes."

MN: To be fair, it doesn't actually seem as though there's a lot wrong with your current car...
RM: "Well, we can always make it better!"



Winner McDonald goes sliding sideways after win

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FEATURE



LOLA: SELECTING THE VERY BEST OF BRITISH ON THE RACE TRACK

HOW TO VOTE

- Visit fastcar.co.uk
- Click on 'Motorsport News'
- Find your favourite and vote

The news that Till Bechtolsheimer has bought the Lola name has many fans excited. One of the most prestigious car racing firms has had fresh life breathed into it, and the future for the once-great firm seems like it is on an upward trajectory once more.

So that got us thinking, and we polled our assembled experts to try and pin down which was the favourite machine produced by the Huntingdon firm.

Naturally, opinions vary and that can be down to which era of race cars an enthusiast grew up with and which branch of motorsport captured the heart.

We have narrowed down our selection to 10 of the best that have made an impact with our reporters. You might not agree, and you are welcome to let us know at matt.james@kelsey.co.uk. Details of how to go online and vote are in the panel on this page. Please make your voice heard and we will print the results at the end of the month.

We need your help to select the highlights from the newly reborn race car constructor. By **Matt James**

THE CONTENDERS



1 Lola T70 Mk3

The Lola T70 had already made its mark on the sportscar scene with John Surtees claiming the Can-Am Championship in the States in 1966 in the Mk2 version of the mighty machine – only eight years after the company was founded.

Powered by a heavyweight Chevrolet V8 capable of pushing out north of 500bhp and capable of hitting 190mph, the Mk3 was introduced to the world at the 1967 Racing Car Show in London. The car was a development of the Mk2 spyder version of the sportscar and it was a huge hit with lots of customer versions being built. That helped it to circumnavigate the draconian homologation rules set down by the FIA at the start of the 1968 season. With more than

50 models built, the T70 Mk3 was able to still run its large five-litre motor.

The 900kg car was a success and took a 1-2 finish in the Daytona 24 Hours in 1969 with Mark Donohue and Chuck Parsons at the controls. The powerplant proved somewhat unreliable in the European big races as the grade of fuel the teams were forced to use was not strictly compatible with the motor.

With the proliferation of chassis available, it was inevitable that some would filter down into disciplines such as hillclimbing and club racing, and the rumbling monster has become a popular crowd-pleaser at historic events in recent times. A T70 at full stretch is something to behold.

2 Lola T332

Lola's T300 Formula 5000 offering had been a successful car, although it had been a close-run thing with rivals such as Trojan and Chevron. The tweaked T332, which featured suspension and layout refinements, was designed to put that to rights and the programme took Lola to the summit once more.

It used a stressed engine configuration and it was propelled by a Chevrolet V8 and made its debut in 1974.

Brian Redman was one of the main protagonists of the single-seater and he claimed three USAC F5000 crowns in a row for the British firm between 1974 and 1976 when he was driving for Carl Haas's squad.

Versions of the car were used in another happy hunting ground, the Can-Am series as well under its T333 guise and was running in



the series well into the mid-1980s when its underpinnings were used as the basis of the Frisbee Can-Am machine, while a Repco-powered version was driven to success in the Tasman series too.

Again, the car has become a staple of historic racing and has populated the increasingly popular F5000 ranks.

3 Lola T210

Sensing the prevailing wind when the FIA introduced the new European Sportscar Championship for 1970, Lola created the T210, a 1800cc car that pushed out 235bhp.

It created an iconic car and it was an immediate hit, with its first win coming in the British Sportscar Championship in the hands of Jo Bonnier, the firm's European agent.

Things were tougher in Europe with fierce competition from

Chevron, but Bonnier won four from the nine rounds to battle his was to the silverware – though Lola lost the marques' contest by a single point to its arch-rival. The car was also successful in Brazil in the hands of emerging talent Emerson Fittipaldi.

The double overhead camshaft engine, a Ford FVC which could be bought off the shelf, meant that the car was a huge draw for with privateers, who were capable of springing a surprise in the 15 models that were built.



4 Lola T90/00

After winning five races in the 1989 IndyCar season, Lola was determined to step up in 1990 and the T90/00.

Lola had won two previous Indycar titles, but the T90/00 took the firm to a whole new level of dominance over its rivals from Penske and March. Al Unser Jr took the first of his two crowns in a Galles-Kraco-run 800bhp 2.6-litre

Ilmor Chevrolet-powered car after a fierce battle with Michael Andretti in his Newman/Haas version.

"The Lola Indycar was a halcyon period"

Motorsport News

Perhaps the most notable victory for the machine came when Dutch driver Arie Luyendyk claimed the spoils in the Indy 500, which prompted the memorable headline in Motoring News 'What is an Arie Luyendyk?'

It also set the trend for Lola's golden period in the States with the firm's next three designs all based on the original 1990 blueprint.



Photos: Motorsport Images

5 Lola Mk1

With bodywork developed by Maurice Comm, the 1958 Lola Mk1 was the first machine from Eric Broadley's stable. It was powered by a Coventry Climax engine, the lightweight 1100cc sports racer. In effect, and like many racing cars of the time, it was a 'bitsa' – bits of other standard products bolted together to make a racing thoroughbred. The uprights at the front came from a Morris Minor and the steering rack was straight from BMC. The drum brakes came from a Triumph TR2...

The car was built in Broadley's workshop in Bromley and made its debut in 1958. It finished second in its first race at Snetterton in Broadley's hands. He took the first official win for Lola at the August Bank Holiday meeting at Brands Hatch. The success of the car turned heads among potential customers and Lola Cars was born as the firm started building cars for clients. Peter Ashdown was the works driver and Broadley himself took a back seat from driving. The story of Lola started here.



6 Lola T90/50

Mark Williams refined his T89/50 design of 1989 and produced the more aerodynamically efficient T90/50, which would go on to capture the heart of Formula 3000 fans. F3000 was an easy category to fall in love with too. It had the best young talents from around the globe who were on the cusp of F1, and they were battling it out in a multi-make single-seater class for rapid machines. With the arrival of Reynard in 1988, the competition between chassis designers ramped up to

fever pitch. The crack DAMS outfit were the ones to beat in 1990 with Allan McNish and Eric Comas at the controls. Seven of the 11 rounds went to Lola cars with Comas claiming four of the triumphs on his way to the title and the scraps being picked up by Reynard. Such was the car's dominance that several teams switched from Reynard to Lolas halfway through the campaign. It was a high point for Lola, and it was a watershed for the category too, which is why the T90/50 is so fondly remembered.

7 Lola T530

Can-Am had been a happy hunting ground for Lola, and the T530 summed up its philosophy perfectly. The ground-effect T530 was probably the ultimate iteration of the category. It was a massive car, enough to scare anyone when it appeared in the rear-view mirrors. It is thought to be the biggest racing car ever built. In 1980, Formula 1 driver Patrick Tambay – who was on a sabbatical from grand prix racing – rumbled his way to seven wins from the 10 rounds in the Can-Am competition to claim the crown in his Carl Haas-entered machine. The revamped privateer effort from VDS, which used the underpinnings of the T530 including the monocoque, won the Can-Am title in 1981 too and Geoff Brabham claimed the title. Al Hobert was also a Can-Am winner in the Lola, which had an Indian Summer in the much-missed Thundersports Championship in the UK in John Brindley's and Ian Flux's hands among others. Flux is still a fan to this day. "That was the best – and the scariest – race car I have ever driven," says Newport Pagnell's finest.



8 Lola T600

Lola's favourite driver Brian Redman was the impetus behind the T600 programme. IMSA in the States had created a GTP category for Grand Touring Prototypes and Redman saw a business opportunity for Lola and

Eric Broadley agreed. They set about building a car from a Lola T70 base. Cars were built for the Cooke-Woods team in IMSA, which were shorter sprint-style events, but it was also beefed up to make the machine, which was

powered by a Chevrolet six-litre engine, also eligible for Le Mans and the World Endurance Championship in 1981. The Redman car took victory in its maiden race and went on to take four further wins across the campaign to

win the series. Other teams soon bought into the T600, including the Interscope racing squad. Redman teamed up with Bobby Rahal for the Le Mans 24 Hours in 1981 in a Porsche-engined T600, but it failed to qualify.

9 Lola B05/40

When the LMP900 and LMP675 classes were pensioned off in time for the 2005 sportscar season, a lot of marques were required to rethink their programmes. Lola revamped the EX257, which had carried the MG colours at Le Mans in 2001 and 2002, and created its first bespoke LMP2 car, the B05/40. It was available to customers and had been designed to take a whole host of different powerplants such as Judd, Zytek and Acura. It was a popular car and used in the American Le Mans Series, the Le Mans series and at the 24-hour classic in France too. Intersport took the LMP2



championship with five wins across the season while Mallock took the spoils at Le Mans in 2005 in the older MG-Lola EX264 with Ray Mallock, Mike Newton and Warren Hughes at the controls.

When Porsche arrived in LMP2 in the States in 2006, the Lola's days at the top in the class were numbered. The car continued to battle on in privateer hands, but the glory days were over.

10 Lola T290

The sports racer was introduced in 1972 and two up-and-coming designers, Patrick Head and John Barnard, were responsible for the look of the car. It was a development of the successful T210 (which is third on this list) and T212. It was a class winner at Le Mans in its maiden season in the hands of Barrie Smith and Rene Ligonnet. The machine did not enjoy the success of its predecessors though, although it was a class winner in the World championship and sportscar competitions in France and in the UK. Thirty-two examples of the car were built, and it was able to win in the under two-litre division of the Can-Am series through to 1983.



COLUMNIST

DAN ROWBOTTOM



The Cataclean-backed driver reflects on a hectic first half of the BTCC in 2022

Photos: Jakob Ebrey



Rowbottom is learning hybrid



Cataclean driver is desperate for first 2022 win

Wow! That is half of the British Touring Car Championship season done and it doesn't seem to have taken five minutes – it has flown by.

It's also true to say that it has been far tougher than I expected with a few gremlins thrown at us as well as having to learn about the new hybrid system but everyone at Halfords Racing with Cataclean has worked really hard and at Croft I got my best qualifying and race results of the season as well as Flash [team-mate] Gordon Shedden taking a second win of the year. It is just that we all wanted more...

At Donington Park, I suffered a bit with the car overheating on the grid and that is something that we are still having to look at. It means that when you are waiting for the lights to change and you raise the revs from the engine, it gets all hot and bothered and saps some of the power. The knock-on effect is that when we go racing, the engine is in need of cool air and while we are getting to that point and the engine temperatures are falling, I am a bit of a target for people who can jump me off the line. It was clear at Croft: Dan Lloyd in race one and Tom Ingram in race two both mugged me into the first corner where the car was a bit breathless. Mind you, weren't those Hyundais fast at Croft?

There is no lack of effort at Team Dynamics to turn the season around. Flash's two wins prove that the car is capable of winning races and psychologically it was good to take a front row qualifying slot and a podium at Croft, but

after a win last year I was really hoping for more. I am disappointed, and I have made a few mistakes this year I admit, but there is certainly scope for optimism.

One thing that has really changed this year is the racing and that is down to the hybrid system. At the start of the season, you will have heard drivers on ITV talking about how great it was to lose the weight and have a car that is constant throughout the year and that is true if you are at the front. The engineers love it as well because it gives a car that they can work on without it changing throughout the day.

This first year is a learning year for all of us and whether the system is perfect, time will tell. TOCA needs applause for providing us with a system that people said wouldn't work and would be unreliable. That has turned out to be totally wrong. I am not seeing cars breaking down and we are world-leaders in this technology which is amazing for the championship and great to be part of. Last year for example, a car with no weight compared to one with 75kg was always going to be quicker – that is just pure science.



Donington Park threw up startline problems

The hybrid power isn't a neck-snapping kick in the back, but a slight increase. It edges you closer or away from a rival, so it is a push-to-race system not push-to-pass, so obviously the difference between the cars is a lot less obvious now which means that the racing is super-close. Of course, the difference is that we all have the same amount per lap, but the number of laps of usage differs, but most people are saving it to the end of the race anyway as you would need to be safe. The racing so far has been pretty clean, but now as drivers start to realise that they need to get stuck in more to force a pass, that might change.

Qualifying is becoming hugely important now and adds to the pressure of the weekend I love this challenge because you need to get everything absolutely right to try to get to the front row, as well as managing traffic and on occasions, like at Croft, dodging the red flags. Knockhill will be busy that is for sure, because around there with 29 cars there will barely be any space at all...

So, my Halfords Racing with Cataclean Honda is in the top 10 in the championship, tick. My team-mate has taken two wins so we know it is quick, tick. There are some great guys working on the car, tick. Now we just need to hook up everything on my side of the garage and convert the potential into results, but with the test at Snetterton coming up, that gives us options to try a few things and take another step forward. I enjoyed that trip to the podium at Croft and it has been a long wait for it as well, so I am keen for a fair few more visits before the end of the season.

"Qualifying the BTCC has now become more important than ever before"

WHAT'S ON

YOUTUBE REVIEW

One thing striking about the tale of our extraordinary readers' Q&A guest this week Tommy Byrne, was when interest in him renewed following the book and film of recent years, many – even plenty motorsport buffs – were oblivious of it.

In large part it's down to the age. Were Byrne's path replicated these days we would have no shortage of footage of the crushing progress. But sadly, in Byrne's time, junior formulae footage was rare. Still you can get a glimpse of Byrne's talents with him

dominating a 1981 Formula Ford 2000 race at his home Mondello Park, at: youtube.com/watch?v=5PUn1H44YX0. You'll notice a familiar co-commentator too... It was an extraordinary period for Byrne, wherein he'd also win the Formula

Ford Festival in Ayrton Senna's car, which in turn would get him his Formula 3 debut before the year's end.

Plus as a bonus there's a pre-race interview with Byrne at: youtube.com/watch?v=LJGYBffs-m0.

Graham Keilloh



Byrne was unsung hero

TV GUIDE



Austria will host 2022 Formula 1

This weekend's Austrian Grand Prix is the latest to feature the sprint race format, so we get an extra Ted Kravitz Sky Sports F1 Notebook. His qualifying review is on Friday at 1745hrs-1815hrs (and on Sky Sports Main Event), his sprint race review is on at 1800hrs-1830hrs on Saturday while his race sojourn is on Sunday at 1700hrs-1730hrs.

The channel shows the drivers' press conference live today (Thursday) at 1300hrs-1400hrs. While Channel 4 has highlights of the sprint race at

1730hrs-1900hrs on Saturday and of the race at 1830hrs-2100hrs on Sunday. There are several chances to watch the best of last weekend's World Rallycross Championship Swedish season-opener, first on BT Sport 3 at 1345hrs-1445hrs today and again on BT Sport across the coming days.

Similarly there are lots of chances to catch highlights of last weekend's European Rally Championship Rally Liepaja, starting at 1600hrs-1630hrs on Saturday on BT Sport 2.

LIVE TV

FORMULA 1 AUSTRIA

Practice 1: Friday, 1200hrs-1355hrs, Sky Sports F1

Qualifying: Friday, 1525hrs-1745hrs, Sky Sports F1, Sky Sports Main Event

Practice 2: Saturday, 1100hrs-1245hrs, Sky Sports F1

Sprint race: Saturday, 1430hrs-1650hrs, Sky Sports F1

Race: Sunday, 1230hrs-1700hrs (start time 1400hrs), Sky Sports F1; 1230hrs-1600hrs Sky Sports Main Event

PORSCHE SUPERCUP RED BULL RING

Race: Sunday, 1050hrs-1130hrs, Sky Sports F1

WORLD ENDURANCE CHAMPIONSHIP MONZA

Race: Sunday, 1030hrs-1330hrs, Eurosport 2

EXTREME E ISLAND X-PRIZ

Event 1: Thursday, 1600hrs-1700hrs, ITV1

Event 2: Sunday, 1200hrs-1400hrs, ITV1

NASCAR CUP ATLANTA

Race: Saturday, 1930hrs-0000hrs, Premier Sports 1

AUSTRALIAN SUPERCARS TOWNSVILLE

Race 1: Saturday, 0530hrs-0800hrs, BT Sport 2

Race 2: Sunday, 0530hrs-0800hrs, BT Sport 2

FIA F2 RED BULL RING

Practice: Friday, 1005hrs-1050hrs, Sky Sports F1

Qualifying: Friday, 1450hrs-1530hrs, Sky Sports F1

Sprint race: Saturday, 1650hrs-1800hrs, Sky Sports F1

Feature race: Sunday, 0900hrs-1015hrs, Sky Sports F1

FIA F3 RED BULL RING

Practice: Friday, 0855hrs-0940hrs, Sky Sports F1

Qualifying: Friday, 1005hrs-1050hrs, Sky Sports F1

Sprint race: Saturday, 1650hrs-1800hrs, Sky Sports F1

Feature race: Sunday, 0900hrs-1015hrs, Sky Sports F1

FIA F2 RED BULL RING

Practice: Friday, 1005hrs-1050hrs, Sky Sports F1

Qualifying: Friday, 1450hrs-1530hrs, Sky Sports F1

Sprint race: Saturday, 1650hrs-1800hrs, Sky Sports F1

Feature race: Sunday, 0900hrs-1015hrs, Sky Sports F1

FIA F3 RED BULL RING

Practice: Friday, 0855hrs-0940hrs, Sky Sports F1

Qualifying: Friday, 1005hrs-1050hrs, Sky Sports F1

Sprint race: Saturday, 1650hrs-1800hrs, Sky Sports F1

Feature race: Sunday, 0900hrs-1015hrs, Sky Sports F1

WHAT'S ON

RALLYING SATURDAY

■ **Nicky Crist Stages, Wales**
Quinton Motor Club (spectators admitted)
Nickygriststages.co.uk

SATURDAY-SUNDAY

■ **Machri Stages (Machrihanish)**
Dunfermline Car Club (no spectators)
dunfermlinecarclub.co.uk

RACING SATURDAY

■ **Outton Park International, Cheshire**
MSVR meeting: Porsche Sprint, GT Cup, Porsche Club, Porsche 911, Focus Cup Starts racing from 1115hrs (qualifying from 0830hrs) Admission adult £19, under 13 free Web msv.com Contact 0344 225 4422

SATURDAY-SUNDAY

■ **Thruxton, Hants**
Truck meeting: Trucks, Sports 2000, MGOC, Pickups, Hyundai Coupe, All Porsche Trophy, Super Tourers/Pre 2003/Pre '93 Touring Cars, Pre '66/Pre '83 Touring Cars, Jaguars, Blue Oval Saloons/Classic and Historic Thunder Saloons Starts Saturday,

racing from 1240hrs (qualifying from 0900hrs) Sunday, racing from 1045hrs (qualifying from 0855hrs) Admission adult £18, under 16 free Web thruxtonracing.co.uk

■ **Brands Hatch GP, Kent**
Legends of Brands: Historic F2, Thundersports, Aurora/Geoff Lees Trophy, Classic F3, Historic F3, Historic FF2000, Historic FF1600, Guards Trophy, Historic Road Sports, 70s Road Sports, Formula Junior Starts Saturday, racing from 1335hrs (qualifying from 0900hrs) Sunday, racing from 1140hrs (qualifying from 1000hrs) Admission adult £22, under 13 free Web msv.com Contact 0344 225 4422

■ **Donington Park National, Leics**
BRSCC meeting: Caterham UK, Caterham 310R, Caterham 270R, Caterham Roadsport, Caterham Academy, Mini Miglia, Mini Se7en, ST-XR Challenge, C1 Endurance Starts Saturday, racing from 1350hrs (qualifying from 0910hrs) Sunday, racing from 0910hrs Admission adult £14, under 13 free Web msv.com

■ **Skegness, Lincolnshire**
BRISCA F1 UK Open, BRISCA F2: Starts: 1700hrs (Saturday), 1200hrs (Sunday). Admission: £25 Seniors £23, Juniors £5 Web: skegway.info

Details correct at time of going to press. Please check with organisers

com Contact 0344 225 4422

■ **Snetterton 300, Norfolk**
BARC meeting: Caterham Graduates, Kumho BMW, Snetterton Saloons, Caterham Relay Race, Karts Starts Saturday, racing from 1345hrs (qualifying from 0900hrs) Sunday, racing from 0900hrs Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

■ **Knockhill, Fife**
KMSC meeting: Northern Sports/Saloons, Legends, FF1600 Starts Saturday, racing from 1045hrs (qualifying from 0900hrs) Sunday, racing from 1045hrs (qualifying from 0900hrs) Admission adult £16, Web knockhill.com

■ **Sporting Scene SATURDAY-SUNDAY**

■ **Skegness, Lincolnshire**
BRISCA F1 UK Open, BRISCA F2: Starts: 1700hrs (Saturday), 1200hrs (Sunday). Admission: £25 Seniors £23, Juniors £5 Web: skegway.info

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Perfect at the Yorkshire Motorsport Festival. By Graham Lomax



Sheds in trouble by Dean Chilvers



Alexander Gisbourne's M1 shot



David Harbey from Snetterton

NEXT EDITION

MAX AIMS TO BRING HOME THE BACON FOR RED BULL IN AUSTRIAN BATTLE

Will the World champ claim another victory in his second 'home' race?



OUT THURSDAY, JULY 14



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The story of the new German sportscar weapon, the 963 LMDh challenger

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[LENGTH]

Please add any fittings or accessories you need to your drawing

[HEIGHT]

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2004, £279,000. The DB7 Zagato was introduced at the Pebble Beach Concours d'Elegance in August 2002 and later shown at the Paris Motor Show the following October. It was only offered for the 2003 model year, with a limited run of 99 cars built (a 100th car was produced for the Aston Martin museum), all of which immediately sold out. The car has a steel body designed in collaboration between Andrea Zagato at Zagato and the then chief designer of Aston Martin Henrik Fisker and features the signature 'double-bubble' Zagato roofline. Other features include a unique Analine leather interior not found on the normal DB7 and Zagato styled five-spoke alloy wheels. Europe. Please call 01993 849610, South East. (T)

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ASTON MARTIN VANTAGE



1998, POA: Registered 20th May 1998 this Supercharged Vantage to full V600 'works dynamics' specification is finished in the most desirable colour combinations of Royal blue metallic with parchment piped blue leather and dark blue carpets. With just 28000 miles and full dealer and latterly 'works service' service history the car wanted for nothing with no expense spared in its maintenance. Most recent works undertaken at 'Works Service' included a full service, new clutch, instrument upgrades and 'Nardi ' steering wheel. With out doubt the V600 limited edition has to be regarded as one of the most collectable of the 'Newport Pagnell' aluminium bodied generation Aston Martin's Supplied fully serviced with 12 months warranty. Please call 01993 849610, South East. (T)

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2017, 11000 miles, £46,995. Engine and MPG, CO2 emissions: 234g/km. Please call 01442 833311, South East.

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PORSCHE 997 911



2010, 66000 miles, £64,999. Gen 2 997 turbo with FPSH. Basalt black with black leather interior. PDK and sports chrono. Other extras include an LSD, heated seats, sunroof and parkassist. Plenty of tread on Bridgestone tyres. Comes with a fitted Porsche cover and has an active Porsche tracker. Had the car for three years and had a major service last year at Porsche Perth. Please call 07942357932, Scotland.

114651

FORD ESCORT



1975, £30,000. 1975 Ford Escort Mk1 RS2000 (evocation)

- HPE 2.1L Pinto Engine (186bhp), Accralite pistons, forged con rods, Big valve race head, Piper 300 cam, HPE bolt in core plugs, HPE toothed belt kit, Alloys RS sump, Tony Law exhaust manifold, GENUINE Ford group 1 downdraught inlet manifold(Very rare!), Twin 48 IDF carbs, Front coil overs conversion, Rear GAZ shocks, 2 piece QUAIFE halfshafts, TransX LSD with 4.1 diff, 7x13 RS Replica wheels, Type 9 - 5 speed gearbox, BHG gearkit, AP clutch, Facet fuel pump, Battery located in boot. Please call 01963364432, South West.

115056

FORD ESCORT



1970, 7500 miles, £40,000. Ford Escort Rally car. 1970. 1600 crossflow engine. Rebuilt, absolutely immaculate. More photos on request. 7500 miles since being rebuilt. Please call 07801101645, East Midlands.

113683

LOTUS EVORA



2018, £64,995. Registered in March 2018 this Lotus Evora GT410 Sport is a very special car. Produced to celebrate the 70th anniversary of Lotus Cars' founder Colin Chapman's first ever vehicle manufactured. Quite fitting in that this particular GT410's 1st owner was Lotus Cars and a certain Mr. Clive Chapman used it for PR services. With only 20k miles and full Lotus service history, the car has been meticulously maintained whilst in the hands of Lotus Cars and of the most recent 2nd owner. Please call 07577 575770, South East. (T)

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